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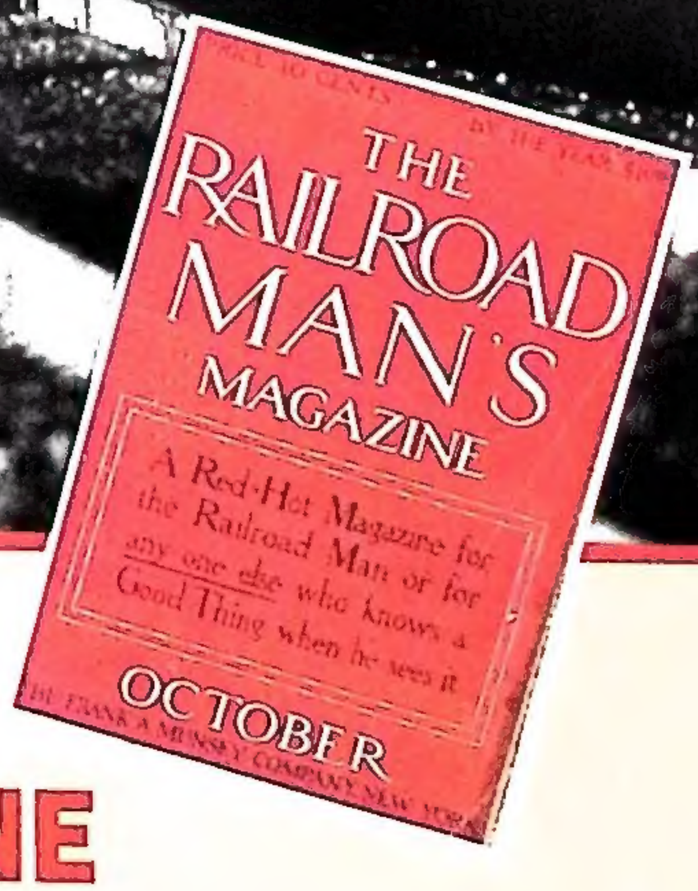
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**BNSF ADDED YELLOW STRIPES** to the new paint design on the 164 Dash 9-44CW's, as seen on the 965-967 set running on GE's test track in Erie, Pa., on July 13, 1996. See RAILNEWS.

KODAK ROYAL GOLD PRINT: DON LIESENFELT

**KCS GP40-2 4700**, in Atlanta, Ga., on June 3, 1996, is the first of 22 former-Canadian National GP40-2LW's going to KCS by MK Rail via Helm Leasing. See RAILNEWS.

FUJI VELVIA: STEVE BARRY, LUMEDYNE LIGHTING BY KERMIT GEARY, JR., FRED JONES, JOHN TULLY, STEVE BARRY and MIKE DEL VECCHIO

**ST. LAWRENCE & HUDSON SD40-2 5654** is the first locomotive lettered for Canadian Pacific's new eastern operating unit. It was on display at the Canadian Railway Museum at Delson, Quebec, on July 6, 1996. See RAILNEWS.

**CSX AC4400CW's** began arriving equipped with GE's self-steering truck design. The 208 is among ten that were on the Norfolk Southern interchange track in East Erie, Pa., on June 28, 1996, en route to their new owner.

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### From the Publisher's desk: 90 Years of RAILROAD

In October 1906 a new magazine devoted entirely to railroading made its appearance on the newsstands: THE RAILROAD MAN'S MAGAZINE, published by the Frank A. Munsey Company of New York. Munsey was a large publisher of magazines, primarily pulp fiction. RAILROAD MAN'S MAGAZINE suspended publication in 1919 but returned again with the December 1929 issue. In 1931 the name was changed to RAILROAD STORIES and in 1937 to RAILROAD Magazine. With the May 1979 issue, RAILROAD was combined with RAILFAN, and the title changed to RAILFAN & RAILROAD.

Popular Publications took over RAILROAD Magazine in 1942, and in turn was acquired by the Filippachi Group, a major French publisher, which had also acquired *Look* and *Argosy*. RAILROAD Magazine was bought from Filippachi in 1979 by Carstens Publications, Inc.

Other early history is sketchy. Freeman Hubbard edited the magazine sometime in the 1930s and later until its sale to Carstens — editors in earlier years were not listed on the masthead. During the war years the editor was veteran magazine man Henry B. Comstock, who also wrote articles as "The Nutsplitter." Comstock had been with *Popular Science* and also wrote articles for RAILROAD MODEL CRAFTSMAN and TOY TRAINS. During the war, under Comstock the circulation rose to over 200,000, largely due to the military buying the publication for military railroaders.

RAILROAD Magazine retained its small trim size and pulp format until the 1950s. Under Comstock, a rare limited run double printing was made of a 1951 issue printed web offset in the 8⊕↔11⊕ format, adopted some years later as standard.

For most of its earlier years, the covers of RAILROAD were paintings with railroad themes by artists such as Herb Mott, whose work also was seen on TOY TRAINS. Joe Easley's pen and ink drawings of railroad scenes were known to thousands of readers for many years. During its earliest years, RAILROAD had very few illustrations, but later the pages were liberally sprinkled with line cuts and photographic halftones.

RAILROAD did much to popularize the railfan hobby. During the 1930s, RAILROAD started the Railroad Camera Club, offering a free round black-on-white pin to those writing in. Free classified ads were also offered to these wanting to trade photos and other railroadiana. Most of the photos in the 1930s and 1940s were size 116, a favorite format for the static engine portraits that were so popular during that era of slow film and long locomotives. RAILROAD developed a wondrous stable of writers, among them Henry Payson Dowst, E.S. Dellinger, Lucius Beebe, E.J. Quinby, Bill Knapke, Don Sims (in later years under an incredible variety of pen names), Harry Temple, Phil Hastings and many more.

RAILROAD was known for its railroad fiction dealing with railroad widows, the hard life of boomers, blizzards, floods and hard-nosed railroad brass. Railroads were the backbone of the nation, and stories which told of how the trains got through all kinds of hardships because of hardworking railroad employees made great reading. And still does, fact or fiction.



# RAILFAN & RAILROAD

## October 1996/vol.15 no.10

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## Cover

The fortunes of Tennessee Pass in the heart of the Colorado Rockies have hinged on mergers over the past decade. First the Southern Pacific merger threatened the Denver & Rio Grande image, and now the Union Pacific merger threatens to render the picturesque but costly route redundant. On a brilliant September 25, 1994, a set of Dash 9-44CW's had the MNGVC coal train exiting Pando Tunnel. Beginning on page 52, Brian Jennison looks at Tennessee Pass during what may well be its last summer of service. Kodachrome by Brian Jennison.

**RAILFAN & RAILROAD** (ISSN 0163-7266) is published monthly by Carstens Publications, Inc., 108 Phil Hardin Road, Fredon Township, (P.O. Box 700), Newton, New Jersey 07860-0700. Phone 201/383-3355. Harold H. Carstens, President; Marie L. Merkle, Vice President; Phyllis M. Carstens, Secretary-Treasurer. Periodical Postage paid at Newton, NJ 07860 and additional mailing offices.

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**SUBSCRIPTIONS:** U.S.A. and possessions: $27.95 per year, $49.95 for two years, $69.95 for three years. Canadian (includes GST) $35.95 for one year, $65.95 for two years and $93.95 for three years. Foreign: $37.95 per year, $69.95 for two years, $99.95 for three years. All communications regarding subscriptions and change of address should be sent to Circulation Manager, RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860. Please allow six to eight weeks for change of address.

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### A&EC's SW1

The news item on page 36 in the August 1996 R&R about the Gulf & Ohio's SW1 1007 mentioned that the 1007 had been built as Southern No. 9 and sublettered for the Atlantic & East Carolina. The A&EC, although "backed" by the Southern when it took over the lease of the Atlantic & North Carolina in 1935, did not come under Southern control until 1957. A&EC's diesels were originally painted and lettered for the A&EC and only acquired the sublettering when repainted by the Southern. The A&EC had two 44-ton GE's, two F2A's, plus one each SW1, GP7 and RS1 at the time of the Southern takeover.

JOHN F. SULLIVAN
Laurinburg, N.C.

### Norfolk Southern roster snafus

I just got the August 1996 issue with the nice piece by John Sullivan about the original Norfolk Southern. A few corrections and additions are in order. First, NS 17 is not builder's number 27786, but is 28353. I copied this from the builder's plate myself. This error has been published in several rosters. Everyone assumed the block of builder's numbers to be consecutive, but they're not.

Also, the GP18s and the GP38s received their high noses from Southeast Metals of Conley, Ga., not the Southern, but SR did the painting. All of the GP18s were traded to EMD on Norfolk Southern Corporation SD60s except for 181, 189, 192 and 194, which were sold to the Otter Tail Valley, same numbers.

NS recently sold the former NS Ry. GP38s, with NS 2881, 2882, 2883 and 2886 (ex-NS Ry. 2002, 2003, 2004 and 2007) going to Atlantic & Gulf in Albany, Georgia. Columbus & Greenville purchased NS 2880 (NS Ry. 2001) and 2885 (NS Ry. 2006).

The roster has a typo for the Southern numbers for the first four GP38s. Southern numbers should be 2880-2883, not 2280-2283 as printed. Another typo is for AS416 1607, not 16-7 as printed.

NS Ry. AS416s 1606-1613 and 1615-1617 were sold by the Southern to Precision National, and all but the 1616 were scrapped. Precision sold 1616 to Peabody Coal, and it eventually went to the Spencer Museum. The 1614 was wrecked and cut up in 1967 on the Virginia Beach Branch before the Southern takeover. NS Ry. 662 was retired in 1963 after the GP18s arrived.

NS Ry. DRS6-4-1500s 1505, 1506 and 1509 were wrecked at Knightdale, N.C., on July 3, 1963, and scrapped on the spot. They fell through a burning wood trestle that was ignited by lightning. NS Ry. 1504, 1507 and 1508 were sold to Streigel in Baltimore and resold to Durham & Southern in 1965 as 363, 364 and 365, but with B-B trucks. NS Ry. 1510 was scrapped in the mid-1950s.

NS Ry. AS416s 1601-1605 were stored in 1963 and never operated again; they were eventually sold to Streigel and scrapped.

NS Ry. 1001, 1002, 661, 663 and 1501-1503 were traded-in on GP38s in 1966 and 1967. NS Ry. 1615 was the first Baldwin AS416 to get gray paint and 1617 was the last. The 1601-1605 and 1614 were never painted gray.

WARREN L. CALLOWAY
Editor, *Diesel Era* Magazine
Raleigh, N.C.

### Flat loads

I wish to correct the caption on pages 46-47 in July R&R in the article about SP's Maricopa Summit. The flatcars in the photo are not empty but have very heavy steel slab plates or oblong chunks of steel on them. We see these quite often out here either on Beaumont Hill or Cajon Pass, and I don't know where they are going to or coming from. Possibly your readers can tell us. The steel is six inches or one foot thick, so it reaches the weight capacity of the common flat car, though it doesn't look like the car has much on it.

ROGER JENKINS
San Diego, Calif.

### Coping with Maricopa

I'm a locomotive engineer assigned to the Tuscon/Yuma freight pool, and I have a few comments about the Maricopa Summit photo essay in the July 1996 issue.

On June 3rd Espee did close the Phoenix Line between Arlington and Roll and has rerouted Amtrak and one daily through freight each way the long way around via

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Picacho. Although this will add to the congestion on the Gila Line, there still won't be 60 trains per day over Maricopa; 45 would be a more accurate high end figure.

Top speed in the curves between Bosque and Estrella has been reduced to 50 m.p.h. These speeds are increased and decreased every few years, on sharper curves, depending upon Espee's attitude concerning track maintenance costs at the time. And don't expect to find a station or siding called Buchan as listed on the page 43 map. As with so many railroad names, it hasn't existed for many years.

Now for a trivia question I've had since hiring out here in 1978. I know our tangent between Maricopa and Wymola at about 48 miles is not the longest in the U.S. But with that adjacent five-mile curve at its west end, is this the longest tangent-and-curve combination in the United States?

Espee just recently ended the operation of dragging equipment detectors; they only talk when there's a defect. So unless a train "trips" a dragger, only detectors 851.3, 865.0, 878.7, 888.4 and 902.0 will talk.

The upper right photo on page 49 really shows the "steps" of the grade east of Gila to Bosque. The grade is more steady through Shawmut but still fluctuates somewhat.

The R&R jinx? On May 31, 1996, I was heading east on the 1CIIMX 30, the fourth of six trains. That afternoon a westbound train laid a coating of oil on the main from a bad order flange oiler near Shawmut in front of all of the eastbounds. The first eastbound hit the oily rails and slipped his way forward only about one mile. Finally he reached dry rails and continued on up to Estrella. The next eastbound had a lot of power and was instructed to try it alone; he made it with minimal slipping.

I had two-horsepower-per-ton — enough power to do okay (about 25 m.p.h.) but maybe marginal on oily rails. The decision was made in Denver to have the eastbound in the hole at Shawmut cut off his power and help me over the top. His four units, including Wisconsin Central 6001 (a former Algoma Central unit), were added to my train, and we sailed over the summit. This was the first time I've ever needed help here, and since Espee motive power has improved this is the first time in years that I've seen or heard of an eastbound having this much trouble. Thanks for the jinx.

The text on page 48 refers to "Extra 9789 West." It's been many years since Espee labeled its trains as extras. The correct address should be the 9789 West.

To update the related MARKERS segment, Maricopa today has at least three large mini-mart type gas stations now that a new Native American gambling casino opened south of the grade crossing there.

ARTHUR EHRAMJIAN
Oro Valley, Ariz.

### Growing up with the Sioux line

Thank you! Living in exile here in Florida, it was nice to read about the railroad that I grew up on. I became a railfan at the same time that the D&I started up. This article brought back pleasant memories of my teen years spent watching the D&I.

I found some discrepancies in the article, though. I don't want to sound like a rivet counter, but the D&I engines were originally painted yellow and gray just like the UP, and they looked a lot better in this paint scheme. The depot that Bob Gallegos refers to in his article is not ex-CB&Q, but rather the old Milwaukee Road depot. I don't know of any CB&Q depots that still survive in the area known as Siouxland (except maybe the one at Oakland, Nebraska, and this one was originally GN, but that's another story).

D&I numbers 1 through 3 received chopped noses during the winter of 1982-'83. Interestingly, D&I numbers 3 and 21 have chopped noses and are still set up to run long hood forward. During the mid-1980s the D&I ran its trains with the locomotives it had acquired in "as is" condition. They didn't chop the noses until the winter, as the traffic demanded that they be used no matter what during the summer. D&I Nos.1-8 and 19 were originally painted yellow and gray. I left for the USAF during the winter of 1986-'87. When I returned in the spring, D&I No.20 was the first engine that I saw in black and yellow scheme.

D&I No.4 returned to the railroad in October 1995. It and No.6 were used by the L.G. Everest gravel pit in Colorado. This pit provided gravel for the building of the new Denver airport. I have not heard whether No.6 has returned too. No.4 was returned by the UP with UP dates on her inspection cards. She was used by the C&NW (I refuse to call C&NW the UP) for about three weeks in the Sioux City area on locals and for switching.

The D&I will and does deliver entire trains of rock and gravel to the BN yard in Sioux City as well as the Chicago Central yard. This makes for some interesting sights as the long trains snake through the yards to reach the BN. The CN&W doesn't get trains of rock or gravel but occasionally


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get cars of rock or gravel off the D&I. This may change, since the old Omaha main line north out of Sioux City is being rebuilt to UP standards for coal trains. The D&I delivers its grain trains to the old GN interchange yard next to the old Milwaukee east yard. An interesting structure still stands in the eastern part of this yard. Four support pilings for the old Sioux City elevated rail line are still there after the line was torn down earlier in this century.

On page 52 you have a picture of a D&I train crossing the Big Sioux River. Behind this bridge is the old Milwaukee roundhouse and car shop complex. For those who are planning a trip to the area to check out the D&I, I recommend that they take the time to see this facility. It is currently being converted into a railroad museum by the Siouxland Railway Historical Society and will eventually house the Society's Great Northern 4-6-2 that they are currently restoring in the old IC enginehouse. From the articles that I have read, they plan an extensive restoration of the old roundhouse and surviving structures. It's too bad the Pacific-type, GN 1355, won't be used on the main lines out of Sioux City.

Thanks again for a glimpse into my past.

RON MINOR
Clearwater, Fla.

# Timetable

Listings in this column are published without charge and are run on a space-available basis at the editor's discretion. Policy is to run two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 10th of the month, four months prior to the issue cover date (eg. January 10 for April issue). Each issue will be in circulation for the full month preceding its cover date (eg. April issue available during all of March).

## RAILFAN EVENTS

**SCRANTON, PENNSYLVANIA,** through September 2. "Paintings by Grif Teller (1899-1993): Railroads and Landscapes" at the Everhart Museum, Nay Aug Park, Tues-Sun 12pm-5pm. Over 50 paintings on display by the noted PRR calendar artist. Suggested donation $2 adults, $1 children. Information: 717/346-7186.

**NEW YORK, NEW YORK,** August 22-October 19. "Trains and Chocolate" photo exhibition at the Manhattan shop of Richart, makers of world-famous chocolate, 7 East 55th Street, weekdays 10-7, Saturdays 10-6. Exhibition features the railroad photography of Joe Greenstein.

**UP EXCURSIONS ON THE C&NW** will operate on the following dates. Motive power will be UP 4-8-4 844 except where noted. Contact: Pacific Limited, P.O. Box 27081, Salt Lake City, UT 84127-0081; 801/355-5871; Fax 801/355-8023.
**August 24** Council Bluffs to Cedar Rapids. **August 25** Cedar Rapids to Chicago (Elmhurst). **August 29-30** layover in Chicago. **August 31** Chicago (Berkeley) to Milwaukee round trip.
**September 1** Elmhurst to Union round trip w/ vintage diesels, visit IRM, train continues to Belvidere. **September 2** Elmhurst to Clinton one way w/ Metra train return. **September 3** Clinton to Des Moines *deadhead move*. **September 4-6** on display at Des Moines. **September 7** Des Moines to Boone round trip to Pulfer Billy Days. **September 8** Dos Moines to Omaha *deadhead move*.

**TOPEKA, KANSAS,** August 30-September 2. 11th Annual Topeka Railroad Days with displays and excursions. Displays include Frisco 1522, KCS business train and UP diesels. Excursion destinations include Lawrence, Osage City and Desoto. Admission $4 at the gate, $3 in advance. For information contact Topeka Railroad Days, 605 South Kansas Avenue, Topeka, KS 66603; 800/949-8722 or 913/297-9000.

**ILLINOIS RAILWAY MUSEUM,** P.O. Box 427, Union, IL 60180, will be holding the following special events. Admission to museum $8 adults, $6 children and seniors. Special events may be slightly more.
**August 31-September 4,** Railfan Weekend.
**September 28-29,** Members Weekend.

**BOONE, IOWA,** September 7. Pufferbilly Days, Iowa's largest train festival. Trolley rides, swap meet, steam excursion with UP 844. Information: Scott Magee, P.O. Box 872, Mason City, IA 50401; 515/424-4187 or 515/424-8721.

**TENNESSEE CENTRAL RAILWAY MUSEUM,** 709 North Lake Circle, Brentwood, TN 37027-7844 (615/833-5077) will sponsor the following excursions. Reservations are required.
**September 7,** Nashville to Watertown, $24-$49.
**October 12 and October 19,** Nashville to Watertown, $24-$49, also Columbia to Lawrenceville, $15-$49.

**WHIPPANY, NEW JERSEY,** September 7-8. "Railroad Festival '96 — A Fab Fifties Weekend" sponsored by the Whippany Railway Museum and the United Railroad Historical Society of New Jersey. Rides with historic diesels hourly from 12pm-4pm. Displays of '50s rail and highway equipment, Saturday night photo session. Train tickets (available day of trip) $6.75 adults, $3.75 children under 12, infants free. Information: Whippany Railway Museum, P.O. Box 16, Whippany, NJ 07981-0016; 201/887-8177. Night photo tickets $10 from: URHS, 158 Heights Terrace, Middletown, NJ 07748.

**TENNESSEE VALLEY RAILROAD MUSEUM,** 4119 Cromwell Road, Chattanooga, TN 37421 (423/894-8028) is sponsoring the following round-trip "Dixie Land Specials" into northwest Georgia powered by 2-8-0 610, 2-8-2 4501, GP7 1829 or E8 6914. Ticket prices shown are coach and include dinner in the diner. Pullman seating or office car charter available at higher cost.
**September 14,** "Rails to Wings" air show trip, Chattanooga to Lafayette, $48 including air show.
**October 5,** Chattanooga to LaFayette, double-headed steam with runbys, $54. John Craft night photo session, $10.
**October 12, 19, 26, 27 and November 2, 9,** Chattanooga to Trion, $54. Southern 4501 is scheduled for these trips.

**SPENCER, NORTH CAROLINA,** September 14-15. Grand opening of the restored Spencer Shops roundhouse at the North Carolina Transportation Museum. Spencer shops workers reunion on Saturday, ribbon cutting at 2pm on Sunday. Information: Roundhouse Grand Opening, NCTHC, P.O. Box 44, Spencer, NC 28159; 704/636-2889.

**MONTICELLO, ILLINOIS,** September 21-22. Annual Railroad Days at the Monticello Railway Museum, 12pm-5pm. Freight and passenger trains with cab units, motor car rides, pile driver operation. All-day tickets $6 adults, $4 seniors and children. Information: Monticello Railway Museum, P.O. Box 401, Monticello, IL 61856; 800/952-3396.

**SPENCER, NORTH CAROLINA,** September 28-29. 9th Annual Rail Days at the North Carolina Transportation Museum featuring Thomas the Tank Engine on stage, Buckingham Lining Bar Gang, special equipment displays, steam and diesel train rides, more. Information: Rail Days, NCTHC, P.O. Box 44, Spencer, NC 28159; 704/636-2889.

**OMAHA, NEBRASKA,** September 28-29. Railroad Days at the Western Heritage Museum, Saturday 10am-5pm, Sunday


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12pm-5pm. Several pieces of rolling stock will be on display in the museum's new addition. Also a swap meet and entertainment. Admission $3 adults, $2.50 seniors, $2 children ages 5-12. Information: Liz Cajka, Director of Public Relations, Western Heritage Museum, 801 S. 10th Street, Omaha, NE 68108; 402/444-4775.

**WILLIAMS, ARIZONA,** October 4-6. Grand Canyon Chapter NRHS Railfan Weekend on the Grand Canyon Railway. Friday night banquet, Saturday trip to Grand Canyon behind ex-CB&Q 4960 and night photo session, Sunday shop tour and field trip. For information and ticket order form contact: Grand Canyon Chapter NRHS, P.O. Box 391, Williams, AZ 86046; 520/635-1301.

**BOSTON, MASSACHUSETTS,** October 5. Fall Foliage Excursion from Boston to Albany, N.Y., through the Berkshire Mountains. Side trip options include scenic Hudson River cruise. For complete details contact: Mass. Bay Railroad Enthusiasts, P.O. Box 8136, Ward Hill, MA 01835; 617/489-5277.

**ROMNEY, WEST VIRGINIA,** October 5. Potomac Eagle "Railfan Special" departs 9am for full day of scenery and runbys along South Branch of Potomac River. Adults $35, seniors $30, ages 3-12 $15, club car $70. Contact: Potomac Eagle, 2306 35th Street, Parkersburg, WV 26104-2242; 800-22-EAGLE.

**RHINELANDER, WISCONSIN,** October 5-6. Inaugural run of Soo Line 2-8-2 1003 in conjunction with the Soo Line Historical & Technical Society convention, sponsored by the City of Rhinelander Rail Museum. Saturday morning trip from Rhinelander to Prentice, departs 8am, fare $45. Saturday afternoon trip from Rhinelander to Argonne Junction, departs 2pm, fare $30. Sunday trip Rhinelander to Ladysmith, departs 8am, fare $75 includes lunch. Tickets/information: City of Rhinelander - Rail Excursion, 4258 Pollyanna Lane, Rhinelander, WI 54501; 715/369-2606 or 715/282-5958.

**PRR SESQUICENTENNIAL CELEBRATION** to include a series of events around Pennsylvania to honor the 150th birthday of the PRR. Activities are administered by the Pennsylvania Historical & Museum Commission. Contact event organizers for detailed information.

**October 5-6, Altoona, Pa.** Altoona Railfest '96 sponsored by the Altoona Railroaders Memorial Museum, themed "150 Years of Rail Heritage" See listing below.

**October 11-13, Strasburg, Pa.** PRR History Symposium at the Railroad Museum of Pennsylvania. Sponsored by the PH&MC, preregistration required. Contact: 717/687-8628.

**November-December, Harrisburg, Pa.** Scale model of Lincoln's Funeral Train exhibit sponsored by the Historical Society of Dauphin County. Contact: 717/233-3462.

**ALTOONA, PENNSYLVANIA,** October 5-6. Altoona Railfest '96 brings rail history and heritage alive at the Railroaders Memorial Museum, 9am-5pm. Talk with past and present railroaders, latest cars and locomotives on display. Separate rail trip around Horseshoe Curve available. Railfest tickets $10 adults, $4 children. Rail trip prices to be announced. Information: Railroaders Memorial Museum, 1300 Ninth Avenue, Building A, Altoona, PA 16602; 814/946-0834.

**OHIO CENTRAL RAILROAD,** P.O. Box 427, Sugarcreek, OH 44681 (330/852-4676) will sponsor the following extra trains. All are round trips. Reservations are required at the above number.

**October 6,** "Fall Foliage Excursion", Newark to Dennison, steam one way. Adults $35, children $33 includes lunch. **October 12,** "Doubleheaded Steam Trip" from Sugarcreek. Adults $12, children $7. **October 13,** "Fall Foliage Excursion", Dennison to Gould Tunnel, steam one way. Adults $25, children $22.

**ROANOKE, VIRGINIA,** October 11-13. The 1996 Roanoke Railway Festival will be held at the Virginia Museum of Transportation. Friday evening feature is the Kemper Dobbins Transportation Art Exposition. Saturday features Western Virginia Railfair, photography exhibition, symposium, bus tours, hobo jungle, Buckingham Lining Bar Gang, more. Norfolk & Western Family Reunion Picnic on Sunday. Admission required for all events. Information: 540/342-5670.

**BOSTON, MASSACHUSETTS,** October 11-14. Steamtown Trek from South Station via rail to Scranton, Pa., via motor


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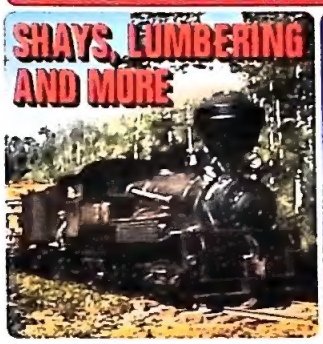


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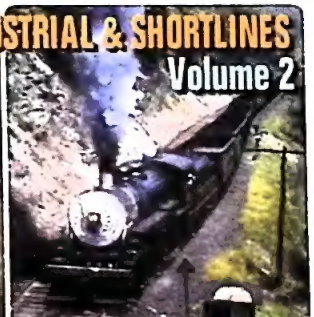


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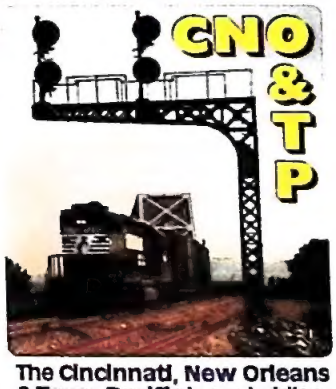


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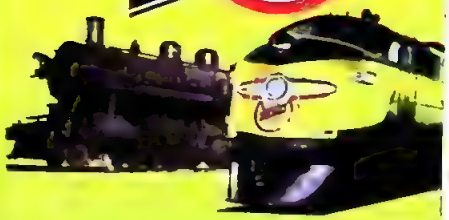

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**MINNESOTA COMMERCIAL M630 73** made its first run for MNNR on June 29, 1996, in St. Paul. The MLW unit was CP Rail 4573. See RAILNEWS.

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**THE PITTSBURG & SHAWMUT** is now a part of Genesee & Wyoming Industries' empire. Sister GWI road Buffalo & Pittsburgh GP38 2001 was at the P&S shop in Brookville, Penna., **(below)** on June 9, 1996. See RAILNEWS.

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**YARDLEY, PENNSYLVANIA,** October 12. Bus trip to Honesdale, Pa., sponsored by Delaware Valley Chapter NRHS to ride Stourbridge Line with BL2, visit Zane Grey Museum, Roebling Bridge. Trip departs 6:30am. Fare $30, under 12 $24. For information/tickets: Delaware Valley Chapter NRHS, c/o Tom Hychalk, 337 Stockham Avenue, Morrisville, PA 19067.

**ORBISONIA, PENNSYLVANIA,** October 12-13. East Broad Top Railroad Fall Spectacular with narrow gauge steam-powered passenger and freight trains, gas-electric car operations and shop tours. Trolley operations at adjacent Rockhill Trolley Museum. Information: 814/447-3011.

**ELIZABETHTON, TENNESSEE,** October 12-13. Autumn Leaf Specials on the former East Tennessee & Western North Carolina to Johnson City. Fare $17 coach, $36 dining car. Information from Watauga Valley Chapter NRHS, P.O. Box 432, Johnson City, TN 37605-0432; 615/753-5797.

**TRAINS UNLIMITED TOURS,** P.O. Box 1997, Portola, CA 96122 (916/836-1745, Fax 916/836-1748) is sponsoring the following rail tour:

**McCloud Spectacular,** October 12-13, steam and diesel charter on the McCloud River Railroad.

**HOBOKEN, NEW JERSEY,** October 12-13, 19-20 and 26-27. Restored C&O 4-8-4 614 to pull fall foliage excursions to Port Jervis, N.Y., each day to support the proposed N.J. Rail and Transportation Museum. Photo runbys, a country festival and restored Erie turntable will be at Port Jervis. Coach $59, kids under 12 $40, parlor cars $200. Contact: Iron Horse Enterprises, One Railroad Ave., Lebanon, NJ 08833; 908/236-2200.

**HAGERSTOWN, MARYLAND,** October 12-13 and 26-27. Rare mileage trips tentatively planned on the former Western Maryland using MARC equipment. Possible destinations include Cumberland, Md., or Washington, D.C., via Williamsport Hill and Cherry Run, W.Va. Trips subject to CSX approval. Information from Hagerstown Roundhouse Museum, Box 2858, Hagerstown, MD 21741; 301/739-4665.

**20TH CENTURY RAILROAD CLUB,** 329 W. 18th Street, Suite 902, Chicago, IL 60616 (312/829-4500) invites the public to join them on their 25th Anniversary year trips.

**October 17-23,** motorcoach tour from Chicago to tourist railroads in Indiana, Kentucky, Tennessee, North Carolina.

**November 5-9,** motorcoach tour from Chicago to Branson, Mo. Ride Branson Scenic Railway, White River Eagle.

**December 7-8,** Chicago to Fort Madison, Iowa, via the *Southwest Chief.*

**December 27-January 1,** Chicago to Washington, D.C., and Williamsburg, Va., via Amtrak.

**CARSON CITY, NEVADA,** October 18-20. 26th Annual V&T Railroad History Symposium sponsored by the Nevada State Railroad Museum and the Friends of the Nevada State Railroad Museum at the Nugget. The focus of this year's symposium will be motor cars. Papers presented Friday and Saturday, Friday evening reception, Saturday evening banquet, steam operations Saturday and Sunday. Registration forms from the Nevada State Railroad Museum, Capital Complex, Carson City, NV 89710; 702/687-6953.

**GALLUP, NEW MEXICO,** October 18-22. "Silver Rails and the Silver Screen: An Era Revisited" is the theme for the 4th Annual Gallup Film Festival. Friday night reception and movies, films Saturday through Tuesday, student workshops Monday and Tuesday. Movies include *Jesse James, High Noon, Emperor of the North, The Train, Silver Streak* and more. Information from Gallup Film Festival, P.O. Box 600, Gallup, NM 87305; 800/242-4282 or 505/863-3841.

**ROCKFORD, ILLINOIS,** October 19. Midwest Railfest sponsored by the North Western Illinois Chapter NRHS and Rock Valley College. Slide shows and railroadiana sale from 11am-7pm. Admission $6. Tickets/information from North Western Illinois Chapter NRHS, P.O. Box 5632, Rockford, IL 61125; 815/654-2087.

**BOSTON, MASSACHUSETTS,** October 19. Berkshire Limited chartered Amtrak autumn leaf excursion from South Station (also boarding at Framingham and Worcester) to Pittsfield. Trip departs 8:30am, returns 8pm. Fare (includes buffet lunch) is $55 adults and $40 children ages 5-16. Tickets or information from Mystic Valley Railway Society, P.O. Box 486, Hyde Park, PA 02136-0486; 617/361-4445.

**NORTH CONWAY, NEW HAMPSHIRE,** October 19. 22nd Annual Railfan's Day on Conway Scenic Railroad. Steam, historic diesels, freight and mixed trains between Conway and Sawyers River, model railroad, displays. Special trip to Fabyans over Crawford Notch Line with photo runbys. All day pass Conway-Bartlett $31.95, children $16.95. All day pass Conway-Fabyans $46.95, children $23.95. Information: Conway Scenic Railroad, P.O. Box 1947, North Conway, NH 03860-1947. 603/356-5251.

**ST. LOUIS, MISSOURI,** October 19-20. Rare mileage excursions from St. Louis to South Pekin on ex-C&NW using UP E9s and trainset. Vista dome seating available. Information: St. Louis Chapter NRHS, 11221 Manchester Road, Suite 321, St. Louis, MO 63122; 314/353-5635.

**PACIFIC RAILROAD SOCIETY** will operate a "Autumn in the Ozarks" tour from Los Angeles, Calif., to Branson, Mo., October 21-November 4. Private car to Ka... ...a Amtrak, ... excursion train with 844 and E9s to Br... ...m $2... to $2945. Information: Pacific Railroad S... ...c/o B.L. Sibb... 777 East Valley Blvd. #70, Alhambra, CA 91201; 818/570-8651 or 213/283-0087.

**UNION PACIFIC EXCURSIONS IN THE OZARKS** will operate on the following dates. Motive power will be UP 4-8-4 844 except where noted. For details, contact: Pacific Limited, P.O. Box 27081, Salt Lake City, UT 84127-0081; 801/355-5871; Fax 801/355-8023.

**October 22** Council Bluffs, Iowa, to St. Louis, Missouri, *deadhead move.* **October 23** layover in St. Louis. **October 24** St. Louis to Poplar Bluff one way. **October 25** Poplar Bluff to Little Rock, Arkansas. **October 26** Little Rock to Russelville with E9s. **October 27** Little Rock to Bald Knob. **October 28** Display for UP employees at Jenks Shops. **October 29** Little Rock to Branson, Missouri, via Missouri & North Arkansas with E9s, 844 w/ freight heads home via Van Buren. **October 30-31** layover in Branson. **November 1** Branson to Kansas City with E9s.

**SCRANTON, PENNSYLVANIA,** October 25-27. Anthracite Railroads Historical Society and Erie-Lackawanna Historical Society joint convention. Rail excursions, seminars and tours. Information: Convention, c/o ARHS, P.O. Box 519, Lansdale, PA 19446-0519.

**WELLSBORO, PENNSYLVANIA,** October 26-27. "Wellsboro Rail Days" on the Tioga Central with six excursions over the Wellsboro & Corning. One trip will cover all the trackage to Gang Mills, NY. Alco power on mixed trains with runbys, also a swap meet and model train display. Information: Rich Stoving, Tioga Central Railroad, P.O. Box 269, Wellsboro, PA 16901; 717/724-0990.

**PHILADELPHIA, PENNSYLVANIA,** November 24. PCC streetcar charter covering all of SEPTA's Route 23, the longest streetcar line in North America. Departs Germantown carbarn at 10am, fare $25. Tickets/information from Wilmington Chapter NRHS, c/o Steve Barry, P.O. Box 226, Newton, NJ 07860; 201/300-9246.

**WILMINGTON (GREENBANK), DELAWARE,** December 7. Night photo mixed train over the Wilmington & Western using ex-Mississippi Central 4-4-0 No.98. Photo opportunities at multiple locations, lighting by Steve Barry. Trip departs 6pm. Tickets $35 from Tom Gears, 2720 Newport Gap Pike, Wilmington, DE 19808; information phone 302/892-2473; E-mail tgears@dca.net.

## INTERNATIONAL TOURS

**TEFS LIMITED,** 189 Spring Beauty Drive, Lawrenceville, NJ 08648 is sponsoring the following foreign steam tours. Send SASE for details.

**Northeast China** September, linesiding around Chengde, Yebaishou and Chaoyang, plus industrial steam in Anshan, JS 2-8-2 workings around Tonghua and repair shops at Changchun. **Ukraine** September 9-20, standard and narrow gauge.

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**Best of South America** October 19-November 17, four countries, 33 lines, 7 gauges, steam/diesel/electric/railcars, 25 companies, 3550 miles, plenty of runbys.

## RAILROADIANA MEETS

**PENNDEL, PENNSYLVANIA,** September 7. Penndel Train Meet and Toy Sale at the Penndel Firehouse Hall, 220 Centre Street from 8am-1pm. Admission $3. Contact: Joseph Chmielenski, 799 Woodlane Road, Edgewater Park, NJ 08010; 609/387-2580.

**MONROE, LOUISIANA,** September 7-8. Twin Cities Model Train Expo '96 sponsored by Ouachita Heritage Chapter ABWA at the Monroe Civic Center Conference Hall, Saturday 10am-5pm, Sunday 10am-4pm. Admission $3, children $1. Contact: Claudine Cartwright, P.O. Box 1504, West Monroe, LA 71294; 318/249-4751.

**MOUNT ARLINGTON, NEW JERSEY,** September 8. 2nd Annual New Jersey Midland Railroadiana Show & Sale at the Mount Arlington Four Points Sheraton, Howard Blvd. at I-80 exit 30, 9am-4pm, in conjunction with the National Association of Timetable Collectors. Contact: New Jersey Midland Railroad Historical Society, Box 6125, Parsippany, NJ 07054.

**ROCHESTER, NEW YORK,** September 8. Rochester Model Railroad Club Railroadiana Meet, Train Show & Flea Market at the Eastman Kodak Recreation Center, 200 Ridge Road West, 9am-3pm. Admission $3, children $1. Contact: Jeff Hands, 68 Wilbur Street, Rochester, NY 14611; 716/328-6999; or Robert Achilles, 835 Jaclyn Lane, Webster, NY 14580; 716/671-1210.

**WINSLOW, NEW JERSEY,** September 8. The Great Winslow Junction Scale Train and Railroadiana Meet at the Winslow Fire Hall, Hall and Hay Streets, 10am-3pm. Admission $3, children under 12 free with adult. Contact: Bill Powell, 306 Broad Street, Williamstown, NJ 08094; 609/728-1327.

**WHITE RIVER JUNCTION, VERMONT,** September 14. Smith-

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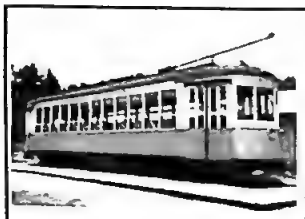

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**EAST PEORIA, ILLINOIS,** September 15. Peoria Train Fair sponsored by the Illinois Valley and River City Railroad Clubs at Illinois Central College, Routes 116 and 24, 11am-3pm. Admission $2, under 13 free. Contact: Bob Lehman, 21 West Rutledge, Bartonville, IL 61607; 309/697-3012.

**JOLIET, ILLINOIS,** September 15. Blackhawk Chapter NRHS Swap Meet at Harwood Post American Legion Hall, I-80 at Larkin Avenue (exit 130), 9am-2pm. Admission $1, under 5 free. Contact: Bill Todd, 921 Darius Lane, Naperville, IL 60565; 708/983-0017.

**MISSOULA, MONTANA,** September 15. Missoula Model Railroad Club Train Show at 3100 South Avenue W, 10am-4pm. Admission $2, under 12 $.50. Information: Bill Taylor, 917 Parkview Way, Missoula, MT 59803; 406/721-2351.

**LYNNWOOD, WASHINGTON,** September 15. 18th Annual Sooper Swap Meet and Train Show sponsored by the Swamp Creek & Western Railroad Club at the Scribner Lake High School gym, 11am-4pm. Admission $3, children under 12 $1. Information: SC&W RR Club, 211 Railroad Ave., Edmonds, WA 98020.

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**TEMPLE, TEXAS,** September 21-22. Centra-Mod Model Train Show & Texas Train Festival sponsored by Central Texas Model Railroaders at Frank Maybom Convention Center, Saturday 10am-6pm, Sunday 11am-5pm. Admission $4, children under 12 free with adult. Contact: Betty Neill, P.O. Box 2453, Temple, TX 76503; 817/778-8294.

**WEBSTER, MASSACHUSETTS,** September 22. P&W Railfan Club 6th annual model railroad show at Webster Elk's Club Hall, Cudworth Road, 10am-4pm. Admission $2, under 12 free.

**WALLINGFORD, CONNECTICUT,** September 22. NYNH& Hartford Train Show at the Stillwood Inn, 1074 South Colony Road, Route 5. Information: 203/469-9048.

**RUTLAND, VERMONT,** September 28. 12th Annual Rutland Railroadiana and Model Railroad Show at the Vermont State Fairgrounds, U.S. Route 7 South, 10am-4pm. Admission $3, under 12 free. Information: Karen and Nilo Korpi, 43 Hemlock Road, Milton, VT 05143; 802/893-4157.

**HAYWARD, CALIFORNIA,** September 29. Golden Gate Lionel Railroad Club Scale and Toy Train Sale & Show at Centennial Hall, 22292 Foothill Blvd., 11am-5pm. Admission $5, children under 12 free. Contact: Bill Stunz, 5549 Fernwood Drive, Newark, CA 94560; 510/794-0620.

**ALLENTOWN, PENNSYLVANIA,** September 29. Lehigh Valley Chapter NRHS Railroadiana and Model Railroad Show & Sale at Dieruff Senior High School, Irving Street, 10am-4pm. Admission $3, family $5. Information: Paul Kuehner, P.O. Box 300, Laurys Station, PA 18059; 610/261-0133.

**PENNDEL, PENNSYLVANIA,** October 5. Penndel Train Meet & Toy Sale at the Penndel Firehouse Hall, 220 Centre Street from 8am-1pm. Admission $3. Contact: Joseph Chmielenski, 799 Woodlane Road, Edgewater Park, NJ 08010; 609/387-2580.

**PERRIS, CALIFORNIA,** October 5. Fall Railroadiana Swap Meet at the Orange Empire Railway Museum, 2201 South "A" Street, 9am-2pm. Also train and trolley operations. Admission $3 swap meet only, all day pass (meet and rides) $6 adults, $4 children 6-11, under six free. Information: Orange Empire Railway Museum, P.O. Box 548, Perris, CA 92572-0548; 909/657-2605.

**JACKSONVILLE, FLORIDA,** October 5. Sunshine Railroadiana & Collectors Association annual Jacksonville Railroadiana Show, Morroco Shrine Temple, 3800 St. John's Bluff Road (Exit 101 off I-95), 9:30am-3:30pm. Admission $3, 12 and under free. Information: Mike McCaffrey, 7683 Las Palmas Way, Jacksonville, FL 32256; 904/737-7885.

**SOUTHEASTERN COLLECTIBLE EXPO** shows will be held at the following locations, 10am-4pm. Admission $4, ages 6-12 $1. For details contact them at: 1819 Peeler Road, Vale, NC 28168; 704/276-1670; Fax 704/276-9931.
**October 5-6** Virginia Beach (Va.) Pavillion.
**October 19-20** Lexington, Ky., Lexington Center's Heritage Hall.

**WILLIAMSPORT, PENNSYLVANIA,** October 6. Model train show at Charlie's Caboose Restaurant, Little League Blvd. and Pine Street, 9am-1pm. Admission $2, under 12 free. Information: Jim Stabley, 712 W. Third Street, Williamsport, PA 17701; 717/326-4280.

**LEESPORT, PENNSYLVANIA,** October [illegible] Annual Train Meet sponsored by Reading Company Technical & Historical Society at the Leesport Farmers Market, 9am-2pm. Admission $3 adult, $1 under 16. Information: Train Meet, RCT&HS, P.O. Box 15143, Reading, PA 19612-5143 610/777-2053.

**POMONA, CALIFORNIA,** October 12. Pomona Valley Model Railroad Club Open House & Swap Meet at 132 East First Street. Swap meet 8am-12pm, open house 9:30am-4pm. No admission fee. Information: Keith Prebble, PVMRC, P.O. Box 2681, Pomona, CA 91769; 909/865-7035

**BOURNE, MASSACHUSETTS,** October 12. Cape Cod Chapter NRHS Annual Railroad & Model Train Show at the Upper Cape Cod Regional Vocational-Technical School on Route 6, 10am-4pm. Admission $2 adults, $1 seniors (over 62) and children (6-15), $5 family maximum. Information: Paul Eagan, 196 Court St., Plymouth, MA 02360; 508/746-6558.

**FORT WORTH, TEXAS,** October 12-13. Lockheed Martin 14th Annual Railroad Show at the Lockheed Martin Recreation Association, 3400 Bryant Irvin Road, 10am-5pm Saturday, 11am-5pm Sunday. Admission $5, under 12 free. Information: Robert Bray, 1820 Spruce Lane, Benbrook, TX 76126; 817/249-4965 (6-10pm CST).

**SPOKANE, WASHINGTON,** October 13. Spokane Model Railroaders / Inland Empire Railway Historical Society Swap Meet and Show at Spokane Community College "Lair," East Mission and North Greene, 10am-4pm. Admission $2, under 12 free with adult. Information: Jerry Fey, 2804 East 25th, Spokane, WA 99223; 509/535-7186.

**CAPAC, MICHIGAN,** October 13. Capac Community Historical Society 2nd Annual Fall Railroad Swap & Shop Meet at Capac High School, North Glassford. Admission $2. Information: 810/395-4966.

**ST. LOUIS, MISSOURI,** October 19. Railroad Swap Meet at Greensfelder Recreation Complex, Queeny Park, 550 Weldman Road sponsored by McDonnell Douglas Railroad Club, 10am-3pm. Admission $2, under 12 free. Information: Wayne Schimmel, Rt. 1 Box 512, Winfield, MO 63389-9801; 314/668-6451 after 6:30pm CDT.

**PHOENIX, ARIZONA,** October 19. Model railroad swap meet sponsored by Sahuaro Central Heritage Preservation Society at the Postal Letter Carriers Union Hall, 3720 West Greenway Road, 9am-1pm. Admission $3. Information: Harold Shelton, 2337 W. Stella Lane, Phoenix, AZ 85015; 602/242-0751.

**OTTAWA, ONTARIO,** October 19-20. Railfair 96 sponsored by the Ottawa Valley Associated Railroaders and the British Railway Modelers of North America at Algonquin College, Woodroffe Campus, Saturday 11:30am-5:30pm, Sunday 10am-5pm. Admission $5, teens/seniors $3, children 5-12 $1. Information: D.H. Venables, 6 Trevor Crescent, Nepean, Ontario, Canada K2H 6H8; 613/829-1377.

**MIDLAND, MICHIGAN,** October 20. Midland's 19th Annual Model Railroad Swap Meet sponsored by Tri-County Model Railroad Club and NCR Division 7 at H.H. Dow High School, 3901 North Saginaw Road, 11am-4pm. Admission $2, children 12 and under $.50, family maximum $3. Information: Bob Miller, 3288 Arbutus Drive, Saginaw, MI 48603; 517/790-1365.

**LONDON, ONTARIO,** October 26. Forest City Railway Society's 1st Annual Fall Slide Trade & Sale Day at Fanshawe College, Room B1071, 1460 Oxford Street East, 11am-5pm. Admission $2. Information: Ian Platt, 1240 Glenora Drive, London, Ontario, Canada N5X 2P7; 519/438-3330.

**MERIDIAN, MISSISSIPPI,** October 26. Railroad Collectibles & Model Train Show in conjunction with Joint National Convention of GM&OHS, ICRRHS and SRHA at the Frank Cochran Center, 10am-4pm. Admission $2, under 13 free. Information: Jack Martin, 4183 Paran Pines, Atlanta, GA 30327; 404/233-7991.

**CAMBRIDGE, MARYLAND,** October 26. Train & Toy Meet at Sallwinds Park, 9am-2pm. Admission $4, children under 12 free with adult. Information: Scott Freeman, P.O. Box 355, East New Market, MD 21631; 410/943-1074.

**INDIANAPOLIS, INDIANA,** October 26. 16th Annual Crossroads of America Railroadiana Show and Sale at Indiana National Guard Armory, 1500 S. Holt Road, Exit 77 I-70 West, 9am-3pm. Admission $3, children free. Information: Larry Woodard, 5447 University Avenue, Indianapolis, IN 46219; 317/353-8545.

**ELMONT, NEW YORK,** October 27. St. Vincent DePaul's Parish Model Train & Toy Show at the St. Vincent DePaul School Auditorium, 1510 DePaul Street, 10am-3pm. Admission $5, under 12 free with adult. Information: Frank Deorio, 1510 DePaul Street, Elmont, NY 11003; 516/352-2127.

**DEARBORN, MICHIGAN,** October 27. Trainorama '97 sponsored by the Redford Model Railroad Club at the Dearborn Civic Center, 15801 Michigan Avenue at Greenfield, 10am-4pm. Admission $4, under 12 free with adult. Information: Steve Johnson, P.O. Box 40225, Redford, MI 48240; 313/565-1027.

**LANCASTER, PENNSYLVANIA,** October 27. Lancaster/Strasburg Train & Toy Show at the Lancaster Host Resort, Route 30 (across from Dutch Wonderland), 9am-2pm. Admission $3, under 12 free. Information: Bill Siegler, 1749 Hemlock Road, Lancaster, PA 17603; 717/392-5515.

## We'd like you to meet...

**Brian Jennison**

The author of this month's feature about Tennessee Pass was born at the Boston Naval Hospital on June 13, 1950, but his father was transferred to Pensacola, Florida, two weeks later at the outbreak of the Korean Conflict. What followed were 14 years of moving up and down the Eastern seaboard, where he got to see a variety of railroads, including the FEC, SAL, ACL, RF&P, Southern, B&O, PRR, CNJ, Lehigh Valley, New Haven and Boston & Maine. Brian's first recollections of railroads were seeing some rotting trestlework and high coral-rock fills of the FEC's ill-fated "Overseas Extension" on the island of Key West in 1955, plus, of course, the magnificent viaducts which had by then become part of the Overseas Highway.

His first train ride was in April 1961 on a Cub Scout special from Lakehurst to Jersey City, where he toured the cab of a Fairbanks-Morse road switcher and saw Baldwin double-ended "Babyfaces." Brian remembers riding the New Haven from Penn Station, New York, to Boston later that summer (on the *William Penn*, a through train from Pittsburgh). The conductor was amused that Brian knew about the change from electric to diesel at New Haven (the train was pulled to Boston by three FL9s, as head end traffic was still heavy in 1961!). Moving to New Hampshire upon his father's retirement from the Navy in 1964, Brian attended high school and the University of New Hampshire in Durham. He decided to concentrate on the "hometown" Boston & Maine, both photographically and in HO scale modeling.

In 1972 Brian moved to Berkeley, California, to attend graduate school. He met many Bay Area fans and developed a love for the Southern Pacific. He moved to Reno, Nevada, in 1992 to direct the Air Quality Management Division of the Washoe County District Health Department.

He writes the "Vintage Marketplace" column for *Vintage Rails* magazine and is a Southern Pacific editor for *Pacific Rail News*, both published by Pentrex. He has collaborated with Vic Neves on *Southern Pacific: Oregon Division*, a book to be published later this year by Hundman Publishing. He lives in Verdi, on the Nevada-California border, with Ernie the cat in a house overlooking the Southern Pacific's main line. But Brian is probably best known for his continuing work with Vic Neves and Brian Rutherford in the annual Winterail day of multi-media slide presentations.


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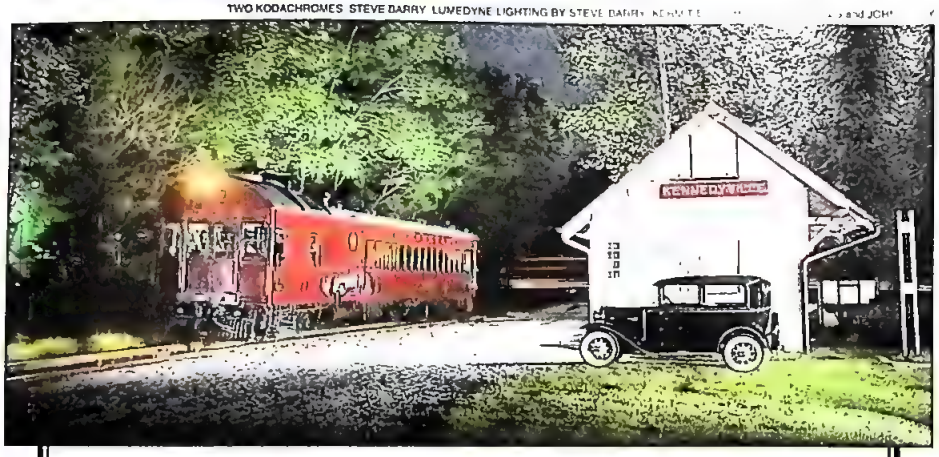


# Delaware Doodlebug

**THE WILMINGTON & WESTERN RAILROAD** in Delaware and former Pennsylvania Railroad "Doodlebug" 4662 were used to recreate a branch line local from the 1930s on June 29, 1996. Organized by W&W volunteer Tom Gears, the trip operated entirely after sundown with night photos staged at five locations. The W&W's wooden Greenbank station originally stood at Kennedyville, Maryland, on a branch served by PRR doodlebugs. For the first set-up of the night it was reunited with its original sign. Another stop was at Wooddale's covered bridge, one of two along the W&W (**below**). The trip wrapped up at 1:10 a.m. in the pouring rain. On December 7, 1996, W&W 4-4-0 No.98 will pull a night mixed train. See TIMETABLE — S.B.

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Brian is presently using two Nikon F3 bodies coupled to MD-4 motor drives, with his original F2 body still in service as a back-up. He's been using Nikkor optics since 1976 due to their quality and sturdiness. Brian has a variety of lenses from 28mm to 300mm, and he shoots Kodachrome 25 almost exclusively. He credits Jamie Schmid with showing him how to use and photograph light, how to focus a telephoto lens and the importance of using a sturdy tripod (he uses Gitzos); Brian also credits Schmid for teaching him to look at the entire railroad scene, not just the trains. Brian has contributed several news photos to R&R, but this is his first feature.

# On the Menu

BY JAMES D. PORTERFIELD

EARLY 1900s DINING CAR ON the *SOUTHWESTERN LIMITED* MILWAUKEE PUBLIC LIBRARY COLLECTION

## Dining on Rails in 1906

As more than a dozen titles on one of my bookshelves will attest, I love a good time line. So when Mike Del Vecchio reminded me that the October issue of R&R was a celebration of RAILROAD MAN'S 90th Birthday, I immediately wondered what was going on in the Dining Car Department at that time. Lots.

The hot debate, according to editorials and features in several publications, was over whether railroads should offer table *d'hote* (table of the host) or *a la carte* service. Table *d'hote* featured big meals at a low price — any or all of 32 menu items for 75 cents on one line. *A la carte*, a new concept among restaurateurs at the time, allowed people to eat as they would at home by selecting a limited number of dishes to suit their appetite.

*The Daily Railway Age* of June 15, 1906, editorialized that "It is a notorious fact that the dining car service of the principal trunk lines east of Chicago is vastly inferior to that found on the railroads running west of that city." This assertion was based on the fact that the Eastern roads still served meals table *d'hote*. "Perhaps," the publication noted, "the reason for clinging to this policy is a belief that passengers want a great deal of food for a small amount of money, regardless of quality." The hotel industry, where table *d'hote* had all but disappeared by this time, "is certainly good evidence" to the contrary.

The rap on table *d'hote* was this: "Doubtless the food provided ... is originally as good quality as that for *a la carte*, but there is an astonishing difference when it reaches


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the table. Being cooked in bulk, it simmers and cools, is reheated and cooled again, until it finally appears in a set of bird's bath tubs before the unoffending victim. Orders taken *a la carte*, on the other hand, are prepared to order and reach the guest in a more inviting condition." For railroads *a la carte* is more profitable because it eliminates waste. For the passenger less waste meant lower costs, and *a la carte* insured better quality than table *d'hote*.

Mr. F. Walsh, superintendent of motive power for the C&O, wrote the periodical to say his railroad had offered *a la carte* as early as 1903. Citing popular demand, the New York Central announced plans to go *a la carte* in November, except on the *Twentieth Century, Lake Shore*, and *Southwestern Limiteds* (*Railway Age* observed that these three trains are the ones most commonly frequented by the class of people accustomed to eating at the finest restaurants, where *a la carte* is the norm). And so, slowly, the debate was being resolved for *a la carte*.

It was a slow year for new dining cars, the only note of such being in the February 24 issue of *Railway & Engineering Review* about the CB&Q taking delivery of "four exceptionally handsome" new cars (two diners and two cafe-smokers). Representing "the latest ideas in these type cars," they displayed a "unique adaptation of the 'Vienna' room idea at present so popular in high-class German restaurants." Each dining car featured two private rooms, one at each end, with built-in leather upholstered seats, and seated 18 in the main dining room.

What constituted "exceptionally handsome" in 1906? "The general interior finish is of oak, with the sash and roof bodies brought in square instead of on ... oval lines;" "incandescent bulbs ... enclosed in (frosted) beacon lantern frames;" and "a rack around the walls for steins and specimens of ancient china ware.... They are equipped with an axle lighting system, the Westinghouse high-speed brake, acetylene gas auxiliary lights, and all other latest improvements."

Interesting insight is offered into the complexity of the car-builders art: "The oak from which the finishing is made comes from a tree eight feet in diameter, which was one of 27 trees secured by the Pullman Company from an old English estate." (The only other car construction noted was a headline story announcing a semi-steel underframe under a new 62-foot Chilean dining car at St. Louis Car Company.)

On the cars, service was becoming the word of the day. Union Pacific prepared to introduce their new and comprehensive *Rules, Regulations, Instructions: Dining Car Service*. While such manuals date to the 1870s, they usually were slim booklets for the "dining car conductor." Union Pacific's 66-page guide for waiters and cooks included 39 pages offering all manner of rules and practices from the need for dining room personnel to wear black shoes to admonishing chefs not to French fry potatoes in grease that turned black from use or age. Recipes, new to such manuals, ranged from Anchovy Canapes to Watermelon (to be sliced two inches thick, rind removed, halved and served center on a plate "thoroughly cooled" but not iced), and included 13 types of fish, seven birds (duck, chicken, goose, pigeon, plover, turkey and quail) and frog's legs.


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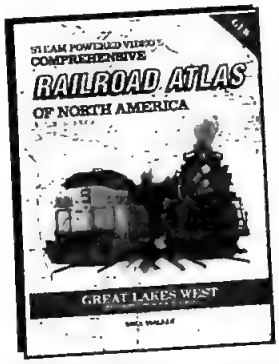


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Elsewhere, the Pennsylvania Lines West established a new training school at Columbus, Ohio, "for the purpose of fitting employees for the position of dining car conductors. Applicants will be required to qualify as to conduct and deportment while in service," the "Standard Railroad of the World" announced, and "several months will be required to complete the course ... ."

Not everyone was impressed by all of this effort. A Chicago newspaper correspondent complained of "dining car employees having adopted the ordinary restaurant trick of returning no change of less denomination than a 25 cent piece, thereby practically ensuring that amount of tip." The editors of *Railway & Engineering Review* saw in this both good news and bad: good news that the complaint implies railroads can be expected to better protect their patrons than hotels; bad news that such a practice cannot occur without evil collusion between the dining car conductor and his waiters.

In *Railway Age* the anonymous "Inspector" also complained. In his case, it was over a 13-minute meal stop — not 20 as advertised — on a "first class train on a first class line" east out of Denver. Moreover, he pointed out, the train's advertising folder described a consist including "a dining car and service *a la carte*" (just, it turned out, for breakfast and lunch — the station eatery was in fine print on the schedule). Similarly, on another line into Chicago, he finds the dining car out of red raspberries by supper — on the Fourth of July, of all days — and out of bread at breakfast. So much, he concludes, for their "surpasses cafe service" motto.

Both pieces end with [illegible] that explain the evolution of excellence in dining car service: "On my next trip I will give some other railroad the opportunity to take my fare."

A *Railway & Engineering Review* editor observed a wide range of employee misconduct on one of his trips, including these abuses in the dining car: "train conductor submitting to insolence from a dining car waiter" and "dining car conductor (not yet a Steward) fraternizing with waiters to an extent which had lost him all authority" (others include "two instances where a train conductor intruded a lady's berth without warning" and "one instance of shameless flirtation by a train conductor" [presumably something other than going into a lady's berth unannounced]). The Harvey Houses, he asserted, are an example of how such misbehavior can be put an end: "The service perfection obtained by Harvey ... under the most adverse conditions in the West was largely the result of traveling inspectors."

The year 1906 was thus centered in a transitional era when car construction moved from wood to steel, when dining car decor began to rival that of the finest restaurants; when menus nation-wide were changing from "table of the host" to "by the card," and when formal employee training and the creation of menu, cooking, and service standards — hallmarks of a dining car service that was to become world renowned — was in its formative stages. In all, 1906 was a great time to launch a magazine devoted to railroading. Happy Birthday RAILROAD MAN'S Magazine and successor RAILFAN & RAILROAD.

# Railroadiana

BY STEVE BARRY

## What's New?

If you're planning a trip to the opposite end of the rainbow from Oz you'll want to take along **A Railfan's Guide to Kansas Attractions** by Robert Collins. This 5½"×8½" softcover has 56 pages of stations, structures, tourist railroads, museums and displays that can be seen throughout the land of Dorothy and Toto, too. The author warns in the first sentence of his introduction that the book does not contain radio frequencies for railroads or detailed guides to operations. It is a guide to things you can *see* when visiting — structures, equipment and the like. With this book, you'll know when you're in Garnett to check out Linda's House of Hair Design (which is in a Missouri Pacific depot moved from Lone Elm) or that the *Merci* boxcar donated to Kansas by France after World War II is located in front of the American Legion post in Hays. An index at the back of the book will let you quickly find attractions in any town you drive into or plan to visit. If you're planning a trip to Kansas, this book is indispensable. Every state should have a similar guide. The book retails for $7.95 plus $3.00 handling (Kansas res. add 5% sales tax) and can be ordered from South Platte Press, P.O. Box 163, David City, NE 68632.

Perhaps your taste in vacation destinations is more mountainous, and you want to head for Big Sky Country. Definitely check out **Montana's Marias Pass: Early GN Mileposts and BNSF Guide** by John R. Coy and Robert C. Del Grosso. This 6"×9" softcover is really "two ... two ... two books in one." The first 101 pages (four chapters) are devoted to the history of Marias Pass, and rather than a typical historical study arranged chronologically, this one is laid out geographically east to west. The chapters take you from Shelby to Whitefish, Montana, with the histories of as many locations (some still existing, some long vanished) as the authors could find. Crisp black and white photos, timetables and maps aid in the telling of the Marias story. The final chapter (43 pages) is devoted to current BNSF operations over the Pass. The authors state that Marias can be covered adequately in two days (weather and traffic permitting), with numerous "shoulder of the road" photo stops listed plus details on how to get into the more difficult locations. The black and white photos are "purely descriptive" according to the author — they show what you'll see as you drive to the location, and you are encouraged to get more "artsy" once you arrive on the scene. If you are heading for Marias Pass to get one final look at Cascade green Burlington Northern or in search of the new BNSF images pack this book along. The book sells for $24.95 postpaid from Great Northern Pacific Publications, Route 4, Box 627A, Bonners Ferry, ID 83805.

## New from Steamscenes

Steamscenes has two new books, one all-steam and the other all-Canadian, both by noted photographer Nils Huxtable. First is **A World of Steam** which, as the title implies, features steam locomotives from around the globe, with all of the photos taken by Huxtable after 1970. From a red South African 4-8-4 panned at 60 m.p.h. to double-headed 2-10-2s in China, image after smokey image is presented one to a page. North America, while not ignored, is given limited coverage as it was not a major player in the steam game in the time period covered. Other stunning images include a Pacific framed in a tower window in India, a 2-8-2T and 2-10-0 against a German sunset, and seven 2-8-2s in a roundhouse in Finland. This book proves that Huxtable certainly has an eye for capturing the essence of steam on film.

The second offering is **Canadian Trains** which features 40 images from a variety of photographers taken from Steamscenes' "Canadian Trains" calendars from 1991 through 1995 along with eight previously unpublished images. Steam, diesel and electric are all featured, along with some of the most stunning scenery in North America. Among the scenes are A-B-B-A F-units near Lake Louise, four BCR RDC's at Brandywine, a CNR 4-6-4 and 4-8-4 side-by-side, and a Montreal commuter boxcab electric next to a CNR FA1.

Both books are 9″×12″ horizontal format, softcover with 48 pages. In the United States they are available for $19.95 plus $3.00 handling from Steamscenes U.S.A., Box 8014-8, Blaine, WA 98230. In Canada they are available for $24.95 (Canadian) plus $4.00 handling from Steamscenes Canada, 2254 Lawson Avenue, West Vancouver, BC V7V 2E4.

## Calendar Call

The first six 1997 calendars to arrive are all from Steamscenes and present a variety of color images from Santa Fe Dash 8-40CW's to bullet-nosed 4-6-2s in India. Each wall calendar folds out to 11½″×18″ with one photo per month.

**A World of Steam 1997 Calendar** features contemporary steam from around the globe, all photographed by Nils Huxtable, including double-headed Chinese 2-10-2s, N&W 611, a pacing shot of a Rumanian 4-6-2, a Czech 4-8-4T on a train with a 2-8-2T pusher and more.

A combination of vintage and contemporary action from the Great White North is featured in **Canadian Trains Calendar 1997.** Scenes from a variety of photographers include CPR SD40-2s in the Rockies, a 4-4-4 in Montreal, double-headed Pacifics departing Toronto, BC Rail Dash 8-40CM's along the Cheakamus River plus others.

A mixture of contemporary U.S. diesel and steam action is presented in **Passing Trains Calendar 1997.** Photos by Nils Huxtable include Utah Railway SD40s near Soldier Summit, UP Challenger 3985 on Sherman Hill, an East Broad Top narrow gauge Mikado in fall foliage, LTV Steel F-units approaching Minnesota's Cramer Tunnel and more.

**Seasons of Steam Calendar 1997** is all-British and all-contemporary steam from a number of photographers. You'll find the *Repton* (formerly in the Steamtown collection) at Loughborough, the *Flying Scotsman* disguised as the *Sandwich* on a photo freight, the *King Edward I* near Goodrington and a moody silhouette of a 2-8-0 crossing a marsh among other scenes.

Southern Pacific and Union Pacific each rate their own calendars. The **Southern Pacific Calendar 1997** scenes include C44-9W's in Utah, FP7s in the Tehachapis near Caliente, a Cab-Forward on Altamont Pass, SD70M's meeting in the Sacramento River canyon and more.

In the **Union Pacific Calendar 1997** we find Dash 8-40C's in Weber Canyon, DD35A's near Barstow, A-B-B-B-B-A E-units on the *City of Los Angeles*, two Dash 8-40C's bracketing an SD40-2 along the Columbia River plus others.

The calendars can be ordered for $9.95 plus $2.00 shipping and handling each from Steamscenes USA, P.O. Box 8014-8, Blaine, WA 98230. In Canada the calendars are $11.95 plus $2.00 shipping each from Steamscenes Canada, 2254 Lawson Avenue, West Vancouver, B.C. V7V 2E4. If you order two or more take a 20% discount.

One of the longest running NRHS-produced series of calendars is by the Lackawanna & Wyoming Valley Chapter, and their **1997 Railway Calendar** is their 18th production. It has a color cover and 13 black and white photos of steam, diesel and traction action in northeastern Pennsylvania from some noted photographers. On the cover is Erie F7 No.712 A-B-C-D near Coxton Yard by Ed Miller. Other Ed Miller photos in the calendar are of the *Lackawanna Limited* approaching Scranton, a Scranton Transit streetcar on the Nativity line and a Laurel Line car on the Dunmore Branch. From the lens of J.J. Young, Jr., we get snow-bound streetcars in Wilkes-Barre, a Lehigh Valley PA in Sayre, D&H PA's at Ararat Summit, a CN GP40-2 in Scranton and two LV cabooses ducking into Vosberg Tunnel. Photographer Bob Malinoski provides scenes of L&NE FAs at Pen Argyl, a PRR Mikado near Catawissa, a CNJ 0-8-0 camelback at Wilkes-Barre, and double-headed Reading steam on the *King Coal*. A contemporary view of Milwaukee 261 running for Steamtown in 1995 by Oren Helbok rounds out the coverage. The calendar folds out to 11″×17″ and is available for $5.50 postpaid from Calendar, Dept. CC, P.O. Box 3452, Scranton, PA 18505-0452.

**Norfolk & Western Railway Historical Society 1997 Calendar** covers the coal hauler with color photos from the last 50 years. Scenes include a K1 smoking it up leaving Winston-Salem, a Virginian EL-2B in Mullins, W.Va., an A-class on a troop train, GE U25B demonstrators, a Norfolk Southern SD40-2 plus more. The front and back covers feature scenes not included inside. It folds out to 12″×18″ and has important dates in N&W history noted. It is available for $9.95 (Va. res. add 4.5% tax) plus $1.50 shipping from N&WHS Sales, 2328 Orange Avenue, N.E., Roanoke, VA 24012. Credit card orders can be placed 24 hours a day at 540/342-0575 or by fax at 540/342-0972.

Mystic Valley Railway Society has issued the all-color **1997 New England Railroading Calendar**, which is spiral bound, folds out to 10″×16″ and has 14 photos (one for each month plus the covers). Scenes include St. Johnsbury & Lamoille County Geeps, Valley Railroad 2-8-2 No.40, a Shore Line East Geep in snow and more. It sells


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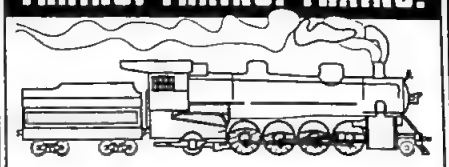

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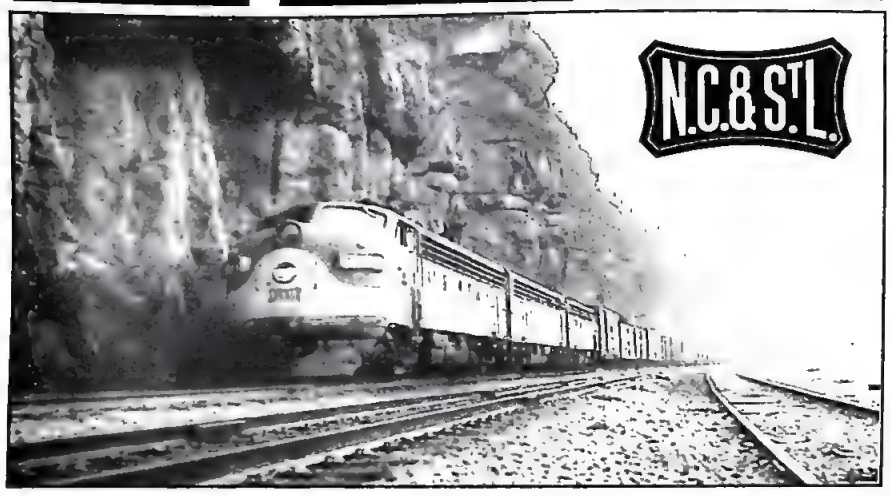


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**The Nickel Plate Road Historical and Technical Society 1997 Calendar** features a color photo of PA 182 on the cover with twelve black and white photos inside. Subjects include Berkshire 775 at speed with a freight, GP9s in the Indiana countryside, a Lake Erie & Western 2-8-0 posing with its crew and more. The calendar folds out to 11″×17″, notes significant dates in NKP history and is available for $6.75 postpaid from NKPH&TS, P.O. Box 381, New Haven, IN 46774-0381.

All 17 color photos in the **New York City Subways 1997 Calendar** were taken above ground, but nonetheless this is a pretty nifty calendar. Subway equipment is featured in a variety of settings (including away from the tracks as part of the "Sanita Hills" resort for sanitation employees), with one picture per month, plus a front cover photo and four small photos on the rear cover. The calendar folds out to 12″×18″ and sells for $8.95 (shipping fees are $2.50 for one calendar, $3.00 for two to five calendars, $4.50 for six or more). It is available from Newkirk Images, Dept. RR, P.O. Box 237, Copiague, NY 11726-0237.

### 4039 Fund Raiser

The Whippany Railway Museum in New Jersey is raising money to restore Morris County Central 0-6-0 4039 (ex-Virginia Blue Ridge 5, built for the U.S. Army by Alco in 1942), and are offering premiums to encourage contributions to the effort. An 8″×10″ color photo of 4039 in fall foliage will be given for donations of $50 or more. Donors of $100 or more will receive a coffee mug reading "I Helped Restore 4039." Donors of $500 or more will receive both the photo and the mug and be recognized on a plaque affixed to 4039, while donors of $1000 or more will receive all the previously mentioned stuff plus get a cab ride in 4039. Donations can be made to Project 4039, Whippany Railway Museum, P.O. Box 16, Whippany, NJ 07981-0016. All donations are tax deductible.

### Book reviews

**American Shortline Railway Guide** by Edward A. Lewis, published by Kalmbach Publishing Company, 21027 Crossroads Circle, P.O. Box 986, Waukesha, WI 53187-0986; 368 5½″×8¼″ pages, softcover, horizontal format, $24.95 plus $3.00 handling ($5.00 handling for Canada), Wisc. res. add 5% tax, Va. res. add 4.5% tax, Mich. res. add 6% tax, Canada res. add 7% GST.

Few railroad reference sources have been as eagerly awaited as this one — after all, it's been five years since the last shortline guide was published, and a *lot* has changed since then. Under the watchful eye of Ed Lewis, this fifth edition of the shortline guide continues in the tradition of the first one published back in 1973 — it's accurate, complete and useful.

After a few pages of introductory comments the guide begins to explore today's world of railroading where over 500 short lines exist. Each railroad (in both the U.S. and Canada) is presented in alphabetical order, with the text telling the end points of the line and any branches, the mileage, which other railroads it connects with and what commodities are hauled. A brief history of each road is also presented. References to former owners are generally presented in pre-merger terms — even if CSX sold the track to the short line owners it is still referred to as "a former Atlantic Coast Line branch." A table at the front of the book traces mergers so folks who have just recently become interested in railroads can see that ACL became SCL, then Seaboard System and ultimately CSX.

Radio frequencies, the location of the engine house and a brief roster are given for each line. The roster, while listing the built date for each locomotive, gives no clue to the lineage of the units. Since the short line boom is a fairly recent phenomenon and very few of these roads purchased power direct from the builder, the roster information would be greatly enhanced if at least the original owner of the unit or who the unit was purchased from (or both) were included. There is a representative photo of many (but not all) of the lines, all black and white and mostly in the 2"×3½" range.

At the back of the book is a list of the major short line holding companies, as well as a list of railroads that still exist as a corporate entity but which operate no trains and short lines that have vanished since 1985. A useful index listing railroads by state rounds out the book; handy when making vacation plans.

One of the most overlooked features of the book is that it lists street addresses for the railroads' corporate offices. In many cases the offices are located near the shops, so with a decent map it makes tracking down the yard and power a lot easier — it's a real time saver on vacations.

The only criticism (and it's really not the fault of the publisher) is that the short line scene changes so fast that it's impossible for a book like this to remain accurate for long. For example, today's Longhorn Railway appears under the line's former operator, RailTex's Austin & Northwestern. Others have changed since this book went to press, and we found at least one complete omission: the Ashley, Drew & Northern. Also, there will likely be major changes in the West as the BNSF and UP-SP mergers start settling in. There is a need to update this book more often than every five years.

This book makes a great addition to your library, but it will be far more useful in your glove box or camera bag. My 1991 edition is dog-eared, ink-stained and falling out of its binding, and its cover is faded from hours of


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2 Hours at Tunnel Two

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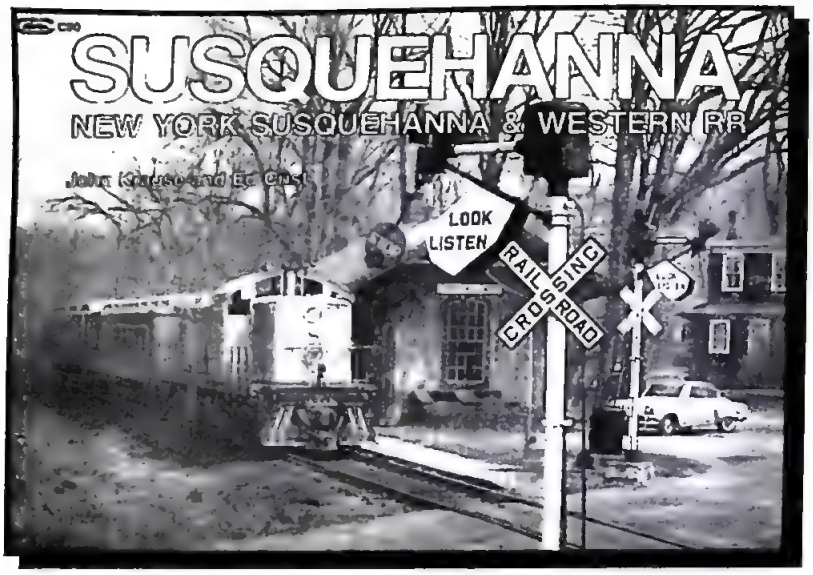


This book by John Krause and Ed Crist offers a good historical overview of the Susquehanna in its pre-Delaware Otsego days. It includes fine black and white photography by John Treen, John Krause, Bob Collins, Hal Carstens, Jim Boyd and others taking us on a westward tour of the Susie Q from Jersey City to Hanford and Hainesburg. Highlights include GP18s passing Charlotteburg Reservoir, Russian Decapods climbing Sparta Mountain, an RS1 at Hanford, L&HR RS3s at Sparta Junction, an L&NE FA at Swartswood Junction and much more. Detailed captions describe the locomotives, locations and operations, and there's a full-page map of the Susquehanna and its neighboring railroads. 98pp.**(C00080).....$15.95 + S&H**

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riding on the dash board — the true mark of a valuable reference source. In fact, both R&R associate editors have copies that have literally traveled across the country! If your vacations include tagging short lines along the way, this book is worth its weight in slides of short line motive power — S.B.

**The Insull Chicago Interurbans CA&E, CNS&M, CSS&SB in Color** by Gordon E. Lloyd, published by Morning Sun Books, Inc., 11 Sussex Court, Edison, N.J. 08820; hardbound, 8½"×11", 128 pages, illustrated, all color, $49.95 plus $3.50 handling (N.J. res. add 6% sales tax).

In 1950 Gordon Lloyd became convinced that color film and 35mm cameras had been perfected and were becoming a reliable medium for railroad photography. He bought his first 35mm camera and turned his attention to the Insull interurban family around Chicagoland. This beautiful all-color volume is the result. With 295 photographs, beautifully reproduced, there is a great amount of pleasure for railfans far and wide. The three lines, the Chicago Aurora & Elgin, the Chicago North Shore & Milwaukee and the Chicago South Shore & South Bend, are explored in detail. In addition to good coverage of the trains in operation there are numerous static views, the type of scenes one encounters while exploring a property; scenes that demanded recording. Lloyd's camera went everywhere, carefully recording the passing of an era. Back when these images were first captured the future of the Aurora & Elgin was bleak — in fact, it lasted only a few more years. The North Shore Line would continue into 1963 until short-sighted management would cave in. The South Shore Line seemed headed for the same fate but miraculously has been revived and re-equipped and now has a solid future. Sam Insull would be pleased.

Lloyd has wisely given us a brief but most interesting background of Samuel Insull, his rise in the United States, his far reaching utilities empire and his involvement with the electric railways of the Chicago area. Rocked by aftershocks of the stock market crash and rumors of wrong-doing, Insull's achievements became tarnished. The text points out that when the smoke cleared Sam Insull was declared completely innocent of the numerous charges brought against him in the U.S. courts in 1935, an important fact seldom remembered today.

In addition to the large number of fascinating and striking photographs, all accompanied by detailed and interesting captions, there are numerous excellent reproductions of timetables, tickets, maps and advertising brochures. There is an intriguing explanation of the relationships of Insull's Chicago Interurbans. Additionally, we are treated to a detailed description of the Chicago Switching District, its operation and how the South Shore Line benefitted greatly from revenues which would have escaped its operation.

The author has come home to his favorites, treating them with respect and glory, making this an important addition to any traction fan's library — JOE L. DIAZ.

# Videos

BY MIKE DEL VECCHIO

### New Arrivals

**"Rio Grande Narrow Gauge Steam Spectacular in the Rockies,"** imported by Green Board Railroadiana of Jamaica, N.Y., and distributed by Herron Rail Services, 2016 North Village Ave., Tampa, FL 11430-0451; 718/460-3587, presents Rio Grande steam action from a video shooter who lives deep in the heart of narrow gauge country; Freiburg, Germany. This show is yet another version of the five full days of charter freight runs on the Cumbres & Toltec Scenic in the fall of 1992.

Taking a different tack from the tapes of domestic producers that concentrated mostly on runby documentation, this tape additionally explains the reasons for the existence of the narrow gauge and its rise and fall through black and white still photographs and quick scenic views of the towns on the line. Thorough and often artfully covered are the switching and servicing maneuvers at Antonito at dawn (excellent), Sublette, Osier, Cumbres and Chama. Some new angles are obtained on famous narrow gauge locations by not always riding the train and by having two shooters in the field, well-known steam seekers Joachim Schmidt and Christian Eilers. The narrator explains elementary points as well as operational details, and the combination of music and live stack talk makes for a pleasing presentation.

Black and white stills from the glory days are sprinkled throughout to give the viewer historic perspective. The unaccented, American-English narration ensures your comprehension. A few shots are out of sequence, but the camera work is television-style professional all the way.

This tape presents a slightly different view of this narrow gauge operation suited to those viewers who want a little broader coverage than runbys only, but with enough of the latter to leave you satisfied. The original European version has a German narration and doesn't include the Windy Point runbys. Green Board added the Windy Point sequences and a "Federation Standard" narrative. 63 minutes, $34.95 plus $4.00 shipping (Pa. and Fla. res. add 6.5% sales tax) — TOM KELCEC.

### Rail video magazine

More than a few rail video companies have tried periodicals, but only one stuck with it. **"Railroad Video Quarterly,"** from Revelation Audio Visuals, P.O. Box 129, Talmadge, OH 44278; 330/630-9817, has been around since November 1992. Each volume contains a full two hours of stuff, and producer Ron McElrath shows no sign of letting up. The latest "issue" is dated May 1996, and it contains nine chapters.

With an overall theme of winter steam, the show begins with 47 minutes of footage of Steamtown's Snow Spectacular with Milwaukee Road 4-8-4 261 and CPR 4-6-2 2317 with vintage films of NKP 759 during the summers in the 1970s. This is followed by color 8mm movies of a February 1968 High Iron steam trip on from Jersey City to Jim Thorpe with Strasburg 2-10-0 No.90 and Steamtown's CPR 4-6-2 127 (later Gettysburg's ill-fated 1278) and color footage of


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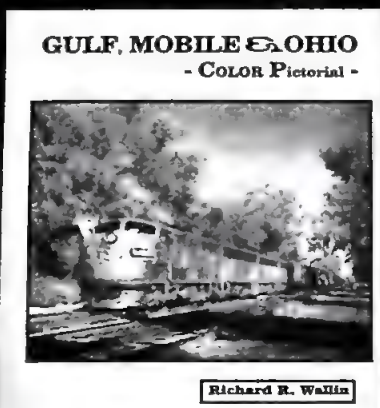


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**GLOVER STEAM LOCOMOTIVES: THE SOUTH'S LAST STEAM BUILDER** by Richard L. Hillman tells the rich history of this century-old firm that made small industrial steam engines. Chapters cover the company's history, manufacturing facility at Marietta, Georgia and the various sizes of steamers. A photo gallery and loco roster are some of the highlights of this 128-page hardbound book with 230 photos and color cover. Hardbound, $38.95, $4.00 postage.

**THE AMERICAN STREAMLINER, PREWAR YEARS** by Don Heimburger and Carl Byron focuses on deluxe passenger train travel in America from 1933-1942. History of many famous trains such as the *Super Chief* and *20th Century Limited* is presented. Hardbound, 10" x 10", 260 illustrations, largely color, $44.95, $4.00 postage/handling. Due this fall.

**ILLINOIS CENTRAL: MAIN LINE OF MID-AMERICA** by Don Heimburger relives the history of this major north-south 6,700-mile railroad in all-color photography. Highlights include IC's steam and diesel, freight and passenger trains, old and new electric commuter cars and much more. Hardbound, 10" x 11" $42.95, $4.00 postage.

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the coal trains with C&O 4-8-4 614T in New River Gorge. Period black and white footage follows of B&O steam around Lima and Akron, Ohio, featuring the streamlined *Cincinnatian*, followed by a few color clips of a B&O unstreamlined Pacific on the *Cincinnatian* and C&O E-units toward the Amtrak era. Other "chapters" include some 1995 footage of the last of the CN boxcabs in Montreal; the new light rail system and efforts with the vintage trolleys in Denver; a doubleheaded steam fantrip plus diesel action from New South Wales, Australia; some Cajon Pass and Coaster action in southern California plus a quick visit to the Tehachapis. The last chapter "Odds and Ends" contains CSX, NS, Conrail and Metro-North quickies around Peekskill, N.Y.

Overall, the tape is fun to watch. Having mostly been contributed by railfans, most scenes are hand held and shot in amateur video formats (resulting less vibrant colors). It is a full two hours of viewing, but the nice thing about videos is that you don't have to watch them all at once. There's a lot of stuff on this tape, and there should be something for everyone.

Some scenes are unusual, like the Cajon shots that include scenes of the recent collision with smoke still rising from the wreck, followed by a look at one of the damaged units a few days later. The feature coverage on the tape, Steamtown, contains a variety of scenes shot on all four days in the icy Pocono Mountains, including a cab ride in the 261 and some scenes of the ice harvesting at Tobyhanna.

The Railroad Video Quarterly series seems to survive beyond the attempts of others in its low overhead and low price. The finished tape doesn't have the shooting and editing polish of a television broadcast, but the tapes get out regularly with a variety of current and vintage topics. Each segment is narrated and each tape comes with a guide to help the viewer quickly find specific segments. Each tape runs a full 120 minutes (issue No.1 is 94 minutes) and sells for $19.95 plus $3.00 shipping, and a four tape subscription is $64.00 postpaid.

### Milwaukee Road video trio

**"The Milwaukee Road, Volume I, Volume II** and **Volume III,"** produced by Pentrex, P.O. Box 94911, Pasadena, CA 91109; 800/950-9333 or 818/793-3400; VHS only, VISA, MasterCard, Discover and American Express, check or money order accepted. The three tapes run 47 minutes, 41 minutes and 78 minutes, respectively, and they sell for $19.95 each, and all three are available as a set for $49.95. Add $4.00 shipping for the first tape and $1.00 for each additional item, Canadian add an additional $1.00 shipping (Calif. res. add 8.25% sales tax).

The Milwaukee Road, billed as he longest railroad to be abandoned in the U.S., has been getting some good exposure recently. We have an excellent salon book on the railroad published in 1990. Milwaukee 4-8-4 261 has been smoking up the East this past year, so we know what the Road's steam is like, albeit out of context for the purist. And now, via this triad of tapes from Pentrex, the fine 16mm Kodachrome footage shot by Ed Stimpson and Don Hunter brings to life in your living room the daily operations of the scenic Rocky Mountain electrified lines during the Road's final years.

**Volume I — Alberton, Avery and the St. Paul Pass.** This tape starts out with a good introduction to the reasons for and evolution of the railroad's electric locomotives — the boxcabs and Little Joes. Technical specifications are given for all classes as scenes of the engines entertain. We see shots of numerous freights with Joes on the front, some with boxcab mid-train helpers, as well as freights with all diesel power. Stetson and Kelly Creek trestles are featured. The Avery yard scene, with boxcabs and Joes shuffling about, is well covered by broad overview scenes that define the narrow valley as well as close-ups. Seeing a Little Joe running on a power cord and then being turned on a turntable, with all the attendant pantograph movements, is excellent documentation of this unusual operation. We also see a diesel-powered eastbound arrive Avery, get a Joe added, and then leave eastward for St. Paul Pass with the photographer in pursuit all the way. The tape ends as our eastbound arrives Alberton at dusk.

**Volume II — Harlowton to Butte.** This is the eastern end of the electrification over the Rockies. We chase a diesel-powered freight over the non-electrified line from Harlowton to Lewiston and then move to the yard at Harlowton where Little Joes move around and one is turned on the table. Ultimately, we head west and see diesel-powered freights on the curved bridge at Lombard. Boxcabs are seen helping a diesel freight over Pipestone Pass above Vendome Loop. We also ride a Little Joe up Pipestone Pass and down the other side. Arriving at Butte, Montana, we take the boxcabs out of the train. This tape has the only cab ride in the series and covers Pipestone Pass well, but otherwise the coverage is weighted towards yard movements of the electric motive power.

**Volume III — The Rocky Mountain Division.** Filmed in the summer of 1973, we learn some more about the classes of electrics and see crew changes for the Joes at Three Forks, Mont., and Boxcabs shuffling around there, and then follow a boxcab (E34) powered work train for quite a while. Joes are seen in the Jefferson River canyon, then we follow a eastbound with boxcab mid-train helpers up Pipestone Pass with numerous scenes, finally arriving Butte. A quick shot of a steeple-cab precedes our move to Missoula to view a Joe-powered freight. We next dive into Loop Creek Canyon east of Avery and the multiple, high bridges and tunnels on the west slope of St. Paul Pass. The massive Kelly Creek, Turkey Creek, Clear Creek and Brushy Creek bridges are featured in awesome scenery as trains 261, 263, and 264 pass. Avery yard scenes complete the historical coverage. Ed Stimpson revisited some of the famous locations in 1995, and he shows us an abandoned everything with much of the right of way reverting back to nature: Harlowton roundhouse, Lombard, Vendome Loop, legendary Pipestone Pass and Butte are surveyed.

The original 16mm footage is generally of quite high quality in content and execution, sometimes outstanding, and very rarely dark or grainy. The angles used and the depth of coverage in some locations are

exceptional, given the terrain of the region. A combination of distant views, pans, zooms and focal length changes let you obtain a feel for the entire environment of the railroad, especially in the area around Loop Creek, east of Avery, and the Avery yard. Good introductory map graphics and detailed narration explain the tortuous mountain line and definitively explain each location and train seen. Live audio by Don Hunter is matched to the images.

Regrettably, I first saw the CMStP&P's stations at Missoula and Butte, Pipestone Pass and a few other locations in Montana and Idaho, sans track, in 1994. Sad to see, and the silence was deafening. Monuments to a prior civilization, like Stonehenge and Easter Island. To the uninformed, "Why was it built? What did it do? Why is it no longer here?" are the eternal questions, if people even pause to notice the remains at all. Railroad and industrial archeology along the old Milwaukee Road perhaps rivals that in more famous Colorado.

Relive here the days when the men and machines of the Milwaukee were running over the bridges and through the tunnels. This three-tape set is a must for all fans of the Milwaukee and anyone fond of mountain railroading and awesome scenery. If you can't buy all three, I preferred Volumes I and III. Many thanks to Don and Ed for making the serious effort to record these images for all time — TOM KELCEC.

# Camera Bag

BY JIM BOYD

## Rail Photography Since 1906

**GUEST COLUMNIST: MIKE DEL VECCHIO**

One of the very first things apparent about the very first issue of RAILROAD MAN'S MAGAZINE, its October 1906 issue, is that it contained no editorial photography — not one single photo. The loose copies of No.1 and No.2 we have in our offices, located by contributor Louis Saillard at a swap meet in Louisiana, did have a few advertising photographs on a couple of outer pages. Interestingly, those advertising pages were not included in the bound volumes we inherited when Hal Carstens purchased RAILROAD MAGAZINE in 1982.

But perhaps those 192 text-only pulp pages, without even a cover photo, are also indicative the state of rail photography around the turn-of-the-century. Back then the 4x5 bellows camera was compact, photographers were schooled and trained on the arts of f-stops, chemistry, flash powder and composition, and amateur photography was all but non-existent. In the next 90 years rail photography grew to the point of becoming a discipline all its own, and its practitioners and followers support more than a dozen glossy magazines and hundreds of smaller quarterlies and newsletters. Attribute that to the invention of the 35mm camera.

Rail photography seems to have begun during the Civil War with western New York native and artist Andrew J. Russell. Photography was a new invention then, and some of those Civil War photos, recently discovered to have been made by Andrew Russell himself, are still regarded as among the most dramatic in history. A few years later he cemented his place in history with extensive documentation of the building of the Union Pacific transcontinental main line west from Omaha. Russell made three trips out on the UP, one in 1868 and two in 1869, and his photo of the driving of the golden spike at Promontory Summit on May 10, 1869, is arguably the most famous and most widely seen railroad photo ever.

Much of what we consider basics rail photography and composition today was practiced by Russell: the "rule of thirds" of composition, the use of people or other recognizable items strategically placed in a busy scene to give a sense of scale, shooting from the sunny or bright side whenever possible and, most of all, that it takes something light against something dark (or vice versa) to make an image. Before joining the Army in 1862, Russell was a landscape and portrait artist renowned for his detailed work, which explains why he naturally took to photography. In 1863 he went from infantry to photography under General Herman Haupt. For nearly 100 years Russell's Civil War photography was miscredited to Matthew Brady.

Photography was not easy in the 1860s. Think about it. For Russell to make a photograph he had to first make his negative. That required a darkroom; when on the road that darkroom was his customized horse-drawn wagon. He had to mix his chemicals in total darkness. Still in darkness, he then took a clean glass sheet (10"x13" during the UP construction) in one hand and poured chemicals on it with the other; then with both hands gently rocking the glass plate he had to spread the collodion emulsion around the glass plate as evenly as possible; the negative had to be damp during exposure and processing to maintain its sensitivity to light. Russell would then put the glass plate into a light-tight holder and insert it into his outdoor camera, which he designed. After taking the picture, he had to bring the exposed negative over to his darkroom and process it just like today; developer, fixer and rinse with water.

The desert heat made Russell's darkroom a sweaty, unbearable place. Without any delays and everything going correctly, and not including composing the scene, it took Russell roughly 30 minutes to make each image. Film speed was very slow (about ISO 1) and inconsistent owing to the variations in chemistry on the hand-made negatives and the extreme heat to extreme freezing temperatures within which he had to work.

Still, this all must have seemed quicker and more accurate than a brush and canvas. I wonder what Russell would say if he somehow knew that his hand made Civil War and UP negatives survive (at the Smithsonian Institution in Washington, D.C., and at The Oakland Museum, respectively) and are still printable today.

I would also call Andrew J. Russell the first rail photojournalist, as his images on the UP are all terrific in their context and in their portrayal of the pioneer way of life. One of my favorite Russell images is of UP's 4-4-0 *Jupiter* on its way to Omaha after the Golden Spike ceremony passing what he called "the last westward wagon train."

After the transcontinental railroad most rail photography was by professionals hired by the railroad company for promotional purposes, grand openings, funeral trains and the like. Locomotive and rolling stock manufacturers often hired photographers to make portraits of their more prized products, and the "builder's photo" is a tradition that continues today, albeit with far less fanfare. Glass plate negatives improved and got more common; so did photographers.

Around the turn of the century some railroads began using photographers, some of them full time employees, to document properties, equipment, insurance claims and major construction projects. In the early 1900s Americans were getting hooked on postcards, and small town and local photographers were producing "rural scenes" and "bird's-eye-views" by the thousands. Happily, many of these were railroad scenes, and most are now among the only known photos of railroad activity in a given area.

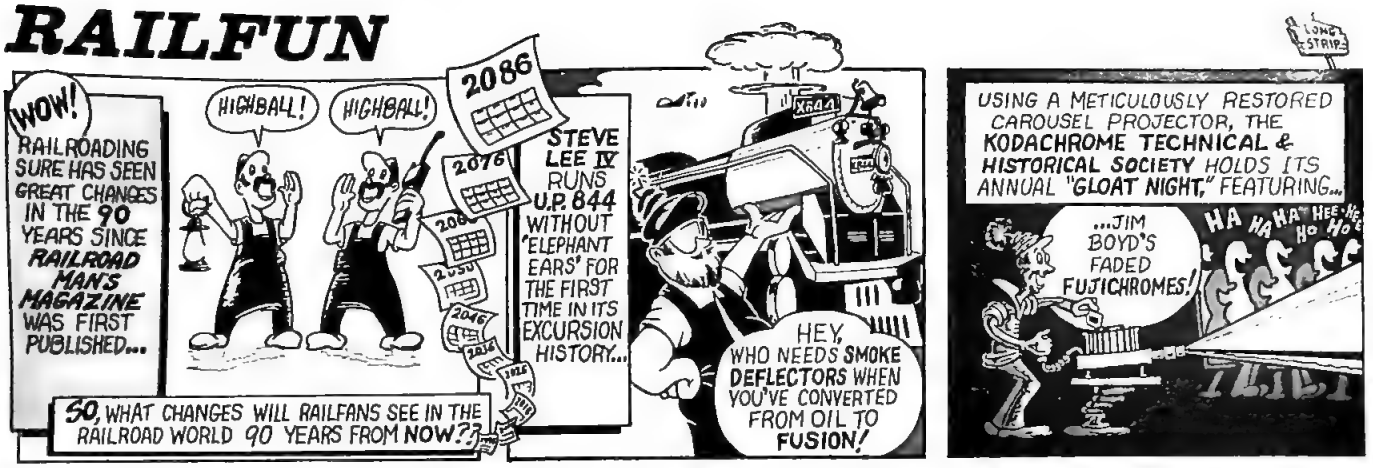
Right around the time of that first issue of RAILROAD MAN'S MAGAZINE, an employee of the standard gauge Denver & Rio Grande by the name of Fred Jukes began taking action photos of railroading. Jukes quite possibly may be one of the very first "railfan photographers" as we know them today.

One of his favorite locations, at milepost 343.57, just east of Chama, N.M., on the Rio Grande narrow gauge, is still referred to as "Jukes' Tree" by the railfans in honor of Fred. While there was a second Jukes' Tree at milepost 343, wouldn't it be nice if today's Cumbres & Toltec would formally put that name on their timetable to make it permanent? Jukes shot with a Kodak Folding Pocket camera. A contemporary of Jukes was Charles B. Chaney, who spent nearly every spare hour between 1900 and the 1940s photographing railroad action.

While there were no photos in that October 1906 first issue of RAILROAD MAN'S MAGAZINE, wood cuts and engravings began appearing by 1907. Photographs began appearing with the July 1912 issue, and most of those were studio "heads" or field photos from professional firms. The famous paintings began appearing on the covers about that time and overall the magazine had taken on a folksy flavor with fiction stories and "True Tales" of railroading written by railroaders.

In the following years it appears that rail photography was becoming popular with hundreds of individual efforts. This was partially due to the simpler cameras (for that era) of the 1910s and 1920s of various formats, postcard size and smaller.

The March 1931 issue debuted a column called "Our Engine Picture Club." A few issues later the "Our" was dropped, and a few issues later it became the "International Engine Picture Club" for several years. That first column begins: "The engine-picture hobby seems to be spreading like a prairie fire. Every month we get hundreds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of letters from enthusiastic fans who buy, sell, exchange or draw pictures of the iron road, especially locomotives." Several rail enthusiasts and their addresses were listed with what they were willing to sell or swap. Some familiar names dot the column, like H.W. Pontin, George Krambles, H.R. Griffiths, R.P. Morris, Rod Dirkes and Don Furler, not to mention a kid from New Jersey named Hal Carstens. The column usually published one or two "engine pictures," and contributed photos began appearing in the magazine.

The contributed rail photography, for the most part, was what we today call roster shots. Some photos showed just the engine with its tender cropped, but most showed the entire locomotive. The illustrations that best conveyed life in that era were the drawings and the cover paintings. By the way, those terrific old cover paintings more than once inspired a photo that I've taken, or tried to take, but that's another story.

During the 1920s, '30s and '40s the three-quarter view was the accepted photographic style for railfans. This was mostly because railfans like to trade their efforts with other railfans to increase their collections, kind of like slides today. Photographers would take several negatives, or just a few and have copies or prints made for trade. As is the case today, there are photographers and there are those who turn it into a science.

The late Don Furler toted a 5×7 camera, a tripod and usually a stepladder. Don recalled to me once that if he couldn't get the the lowest sun angle he liked to go out just after the rain stopped, "stop down" his lens to a small aperture and take long exposures of ten or 15 seconds, or so. The wet ground would reflect the bright light of the clouds up and under the locomotive to illuminate the staybolts, rivets and other boiler and cab detail. Of course, Don's images are razor sharp throughout the photo due to the depth of field. And because an 8×10 print from a 5×7 negative requires only a two-times enlargement, a print from a Furler negative is one of the most amazing engine pictures in the land. Don also regularly raised his camera to engineer's height, "... to keep the lines of the locomotive as parallel as possible..." he explained.

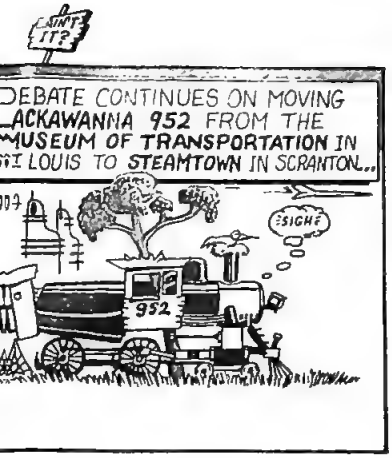
In the Midwest, the late Robert J. Foster was another roster shot scientist, and he would only shoot in the very latest afternoon light. He would convince yard hostlers to spot engines "rods down" at the appropriate time of day. R.J. Foster used to trade negatives, and a Foster negative is still among the most sought after among steam image collectors today.

Here in the East, guys like Robert F. "Bob" Collins were renegades in that they preferred action photos. Bob Collins, a career tower operator and dispatcher on the Erie, began shooting in the early 1930s, and it's great to hear him recall the days of dragging Don Furler trackside for action photos. Even there Don was a perfectionist — during one fun dinner, Bob and Don recalled how Don liked to remove the milepost at Craigville on the L&HR for an uncluttered view, only to find it back in its place each time they returned. In the West Gerald Best, Herb Sullivan, Stan Kistler, Dick Kindig and Otto Perry shot plenty of action photos in their territories. Otto Perry's negative collection is now at the Denver Public Library, and I've purchased from it prints of Lackawanna trains in full stride as early as 1927.

During this era action photos were usually very "clean" and straight-forward wedge-shaped images with only occasional framing and the complex compositions that would come later. Probably the best known of the action shooters was Lucius Beebe, and his true significance is that he was able to publish his multitudes of perfect plumes thus kicking off the era of hardcover books on railroad subjects. Fantrips were getting popular during this time, although there appeared to be none of the photo line etiquette that we take for granted today.

In the 1940s and 1950s the credit-lines of men like Phil Hastings, Jim Shaughnessy, Dick Steinheimer and Johnny Krause began appearing under photos that were quite different than anything else of that time. Their photos featured wonderfully creative compositions and framing, depth and details as well as the wide-spread use of flashbulbs and night work.

Steinheimer was, perhaps, the first to perfect photojournalism in rail photography. Dick not only creatively mastered lighting and composition, he would end up with a group of photos that could tell an entire story. After a glance at Dick's SD&AE and Imperial Valley photo features that appeared RAILROAD Magazine during 1953 — Dick's first published photo essays — the reader knows what this area looked and operated like. And, somehow, the people in Dick's photography don't look posed — something I'd like to improve in my own work. Dick Steinheimer could be one of the last of the old school photographers — he studied under



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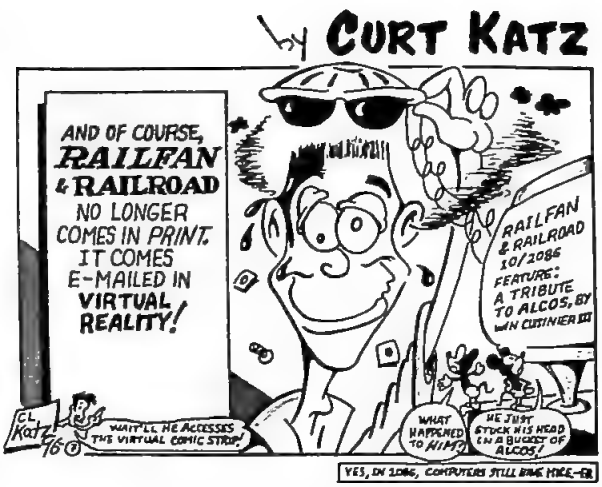
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John Krause earns a place in the railfan photography hall of fame not only for his superb shooting and extensive coverage of little-known Dixie railroads and the West Virginia loggers, but also for his famous pair of 4×5 Speed Graphics that he attached bottom-to-bottom. With both of them loaded he could get off two shots from a single run past — quite a feat with 4×5s. Krause was also regarded by many as one of the best black-and-white darkroom printers of the era.

Quietly between 1955 and 1960 a railfan named Ogle Winston Link decided to tell a story of steam, steel and citizenry. He wouldn't trust the sun to be where he wanted, so he wired Virginia and West Virginia for flashbulbs so he could control the lighting, and his creative compositions — almost all of them after dark — captured a glimpse of rural America in a distinctive body of work comparable only to Andrew J. Russell. But the masses wouldn't discover Link's work for roughly 30 years.

In the 1950s and 1960s 35mm cameras and color slides caught on. Kodachrome was and is the preferred color film, and those who strayed from its accurate and stable colors 40 years ago are regretting it today.

Since the 1950s the overall level of photography among the railfans has improved. There will always be a rift between the casual and serious, roster and action shooters, but overall the types of compositions are better today than during the decades of engine pictures. You can credit that to magazine editors like David P. Morgan who discovered talent and encouraged many into becoming masters, and later to our own editor Jim Boyd for making sure newcomers were armed with all the basics with his words in this column and his own masterfully composed photos within these pages.

And today a few photographers will always work harder than the rest and stand out for one reason or another. Ted Benson comes to mind for his dynamic photojournalism and compositions, plus his superb black and white shooting and printing. Blair Kooistra, Scott Snell, Dale Sanders and Doug Koontz come to mind for exploring the limits of color slide film by photographing "light" rather than just the scene with a passing train. It's amazing how dramatic a story can be told by playing with the highlights and glints and silhouettes in a given situation.

Over the years I've asked some of the masters what they felt the biggest difference in rail photography is between then and now. Almost unanimously the answer was the 35mm camera. Its invention, for the first time, permitted people not schooled in photography to take pictures, which resulted in more people taking pictures and that much more of the rail scene being recorded. Most newcomers learn as they go, but it's usually pretty easy to tell the work of a schooled photographer.

And while more photographers today are getting great compositions, it's interesting to note that today's images aren't drastically different than what Andrew Russell or any of our heroes from the 1940s and 1950s were doing, save for an occasional mega-millimeter telephoto shot that creates a new view that wasn't possible before. There is very little new ground to cover in rail photography; virtually everything we do today was done before by someone else. But that's not at all discouraging. Ted Benson once wrote that the best way to find a photographic style is to copy what you like about everyone else. From that mix your own style will develop.

Newcomers to photography of any kind should always remember the most basic rule: It takes something light against something dark to make an image. For instance, a black locomotive top against dark green trees does not make a good image, but that same black locomotive top against a sky of any color usually does make a good image. Similarly, a white or gray locomotive roof makes a better image if its background is the dark green trees rather than the sky. The same goes for buildings, trees or whatever.

Also, try cross-lighting occasionally, as the shadowed side of the trees and equipment will add depth and texture to a scene that isn't there if the sun is at your back. Many of today's photographers rely on colors to make their image, but the best color photos are the ones that work as black-and-white compositions as well.

But one of the best bits of advice I ever heard came from O. Winston Link: "The best photographers never show their bad pictures."

The next time you're trackside waiting for that hotshot stack train or that steam-powered fantrip, and your shot is framed with wayside props on one side or another, remember that you're carrying on a tradition that began with Andrew Russell 135 years ago. And be glad that we today don't have to go through nearly the effort that he did to simply get an image on film.

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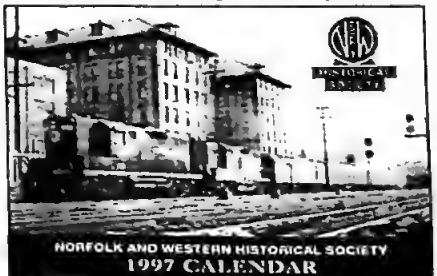


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# Transit Currents

## Federal Funding

With much ceremony, the White House announced on March 13, 1996, that full funding transit grant agreements were to be entered with projects in Puerto Rico, San Francisco, Sacramento, Denver, East St. Louis and northern New Jersey. The projects are expected to cost about $3.4 billion, and the Clinton administration will fund about $2 billion of that amount.

The Hudson-Bergen light rail transit line in northeastern New Jersey is a ten-mile, 18-station undertaking that will connect Hoboken Terminal, 34th Street in Bayonne and Westside Avenue in Jersey City. This is the first phase of a project that could eventually result in a 20.5-mile, 33-station extension to connect the Vince Lombardi parking lot just off the New Jersey Turnpike in Bergen County with Bayonne in Hudson County.

The San Francisco project is an extension from the Colma station to an intermodal rail station in Millbrae, ending with an elevated station at the international terminal of San Francisco International Airport. The 7.5-mile, four-station rail route will serve south San Francisco and San Bruno before connecting with and parallelling the Caltrain commuter rail line. The airport expansion will use a combination of existing and abandoned rail rights-of-way. It is expected to attract 13,600 new daily riders to the Bay Area rapid transit system.

The Sacramento south corridor light rail extension will add 6.3 miles from the downtown area to Meadow View Road. A Union Pacific right-of-way would be used for this first phase of what will eventually be an 11.3-mile extension to the present system. When opened in several years it is expected that about 4,585 new daily riders will use the service and by 2015 about 25,000 additional passengers per day will use the full extension to the south. The Sacramento extension serves a rapidly growing area to the south and east of downtown, which is expected to grow significantly during the next two decades.

The Denver project will extend the Regional Transportation District's central corridor light rail line by 8.7 miles, terminating in the suburb of Littleton. The line will be built along Santa Fe Drive and use an existing railroad right-of-way. The central corridor light rail system is now 5.3 miles long, so the extension will more than double the size of the system. It is expected to open in 2000 with initial ridership of about 8,400 daily passengers; this is expected to rise to over 22,000 daily users by 2015.

The St. Claire County Metrolink extension from East St. Louis, Illinois, to Scott Air Force Base and the new Mid-America Airport was another beneficiary of a federal full funding agreement. The St. Louis project is a 17.5-mile, ten-station rail line that will serve the city of Belleville. St. Claire County is anxious for the rail extension to be built and several years ago voted for a sales tax to secure the local funding. The first phase of the line will terminate at the Belleville Area College with future extension into Mid-America Airport.

Finally, the Tren Urbano in San Juan, Puerto Rico, will see its first phase of construction as a 10.3-mile heavy rapid transit system between Bayamon and Santurce through Guaynabo, Rio Piedras and Hato Rey. The highway-congested San Juan area is expected to provide 114,000 passengers per day at the beginning of service, which will be fully integrated with the bus system. Expansion of the system is already in plan.

With all the gloom about cutbacks in federal transit aid, it is good to see these expansions being funded. In all cases there will be significant state and local contributions to the projects, meaning that they have been fully embraced by their communities. Thanks to Brian Cudahy for the information.

### BART's expansion

The Bay Area Rapid Transit District is moving ahead on a number of fronts. Not the least of these is the opening of five new stations: The North Concord/Martinez station opened for revenue service on December 16, 1995; the Colma station opened for revenue service on February 24, 1996. Three more stations are expected to open before the end of 1996.

With the opening of the Colma station, BART now has 36 such facilities and approximately 73 miles of track operating in the system. BART carries approximately 250,000 customers a day. It is expected that the Colma station will serve more than 12,000 riders each weekday. Facilities at the station, are geared for interchange between bus service and car parking and the rapid transit system. For example, there are bays for 15 SamTrans (San Mateo Transit Authority) routes. For more information on BART and its expansion, contact Mike Healy, Media and Public Affairs, Bay Area Rapid Transit District, 800 Madison Street, P.O. Box 12688, Oakland, CA 94604-2688, 510-464-6000.

**PLEASE SEND** any traction news items or correspondence directly to Prof. George M. Smerk Institute for Urban Transportation, 809 E. 9th Street, Bloomington, IN 47405.

BY GEORGE M. SMERK

# for Rail Projects

### Washington Metrorail anniversary

It was on March 29, 1976, that revenue service began on the Washington Metropolitan Area Transit Authority rail system. At that time it was just a short 4.61-mile ride from Rhode Island Avenue to Farragut North. Since that day about 5 billion riders have used the slowly expanding rail system and its daily average ridership has risen from 134,439 in 1977 to 517,622 in 1995. Completion of the system is expected in 2001 with a total price tag of $10 billion. The project took 22 years longer and cost four times more than the original estimates.

One of the problems facing the system is age. There is much maintenance to be done, including rehabilitation of cars and stations.

Hindsight offers lessons: evidently Metrorail made a mistake by keeping fares too low during the 1980s. Probably the best thing to do to keep a system in good shape is to slowly raise fares as costs increase and to plow the money back into maintenance. Without sufficient revenue during the '80s, there were some cutbacks and deferred maintenance is beginning to plague the current system. The customers will, of course, be faced with a less reliable system until the capital replenishment is carried out. It appears now that the last 6.5-mile section of the 103-mile subway system will be the completion of the Green Line from Anacostia to the Branch Avenue station. The date for that is 2001.

Despite the problems, congratulations to Metrorail for its 20 years of service. The official Metrorail 20th birthday celebration was kicked off by honoring Carlita Howard, a 16-year-old sophomore at Archbishop Carroll High School in northeast Washington as the system's five billionth passenger. Ms. Howard regularly uses Metrorail and the bus to commute between school and home.

Thank Marion J. Zych for the information.

### Los Angeles: that sinking feeling

Despite its best efforts, there seems to be no way the Los Angeles Metropolitan Transportation Authority can garner the good graces of people along its Red Line subway construction project. The owner of the El Sombrero Nightclub on Lankershim Boulevard claims that underground drilling for the subway has caused the floor of her business to sink as much as five inches. The city closed the building for safety's sake, putting the club out of business until repairs are made.

In addition, a coalition has been put together to fight the MTA's plan to build a two-mile tunnel under Runyon Canyon Park in Hollywood. More bad news and lots of bad press and delay. Following was the jolly news that one of the safety engineers who was involved in the construction work when Hollywood Boulevard collapsed on top of the subway tunnel back in 1995 had forged his engineering license. At about the same time, a New York insurance consultant was charged by a federal grand jury of making kickbacks to an MTA administrator. The insurance consultant got deals that resulted in about $85,000 in kickbacks.

It is hard to believe that anybody would really want to run an agency that is plagued by such problems and attracts such fire from the public, but Joseph E. Drew is expected to be named the head of MTA. His job is to put the troubled agency on course.

On a happier note, the MTA's oldest employee is Arthur Winston, who reached the age of 90 in late March of 1996. The MTA has no mandatory retirement age and Mr. Winston plans to keep on going. Mr. Winston is a cleaning and servicing crew supervisor. Thank John A. Lee for the news.

### Flashes

In a six-story-high converted warehouse on Smallman Street in **PITTSBURGH**, the public can now visit the Senator John Heinz Pittsburgh Regional History Center as operated by the Historical Society of Western Pennsylvania. Jim Cerny writes that this splendid museum houses, among other exhibits, Pittsburgh PCC car No.1724.

George A. Moore writes from **CALGARY, ALBERTA,** that there are plans to institute commuter train service between Calgary and Banff. This would be part of Canada Expo 2005. Calgary is home to an excellent light rail line, and is also the test bed for the RegioSprinter diesel train, which is on loan from Siemens Electric of Dusseldorf. Siemens manufactured the light rail car used in Calgary.

Mitchell Green tells me that the **MIAMI TO WEST PALM BEACH** Tri-Rail commuter service is having a problem holding riders. Double tracking construction work along the line is causing far more serious delays to the commuter trains than anyone had expected. The service has become undependable and riders are flocking back to their automobiles. The average ridership in March 1995 was 8,606 daily riders; in March 1996 only 6,703 riders showed up on the average weekday. When the project is completed the service is expected to be faster and more dependable than in the past.

The 358-foot-long steel truss bridge over the Licking River between **NEWPORT AND COVINGTON, KENTUCKY,** is up for sale, and the price is zero. The bridge was built to carry Cincinnati, Newport & Covington trolleys across the river. The CN&C carbarns in Newport were located next to the bridge. It was also called the Shortway Bridge and was the last toll bridge in northern Kentucky. The structure is free to anyone who will haul it away and reassemble it somewhere else.


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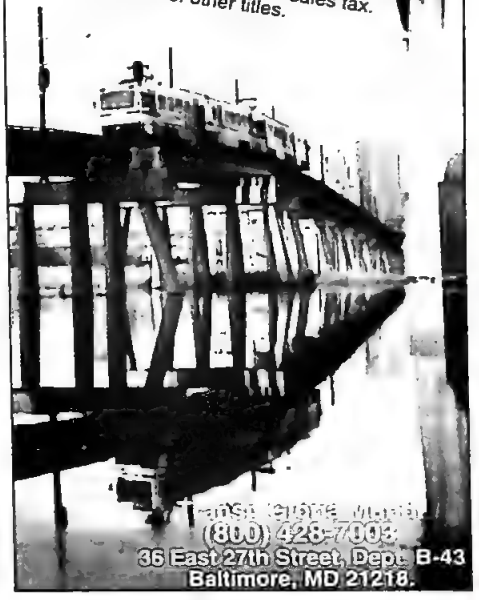

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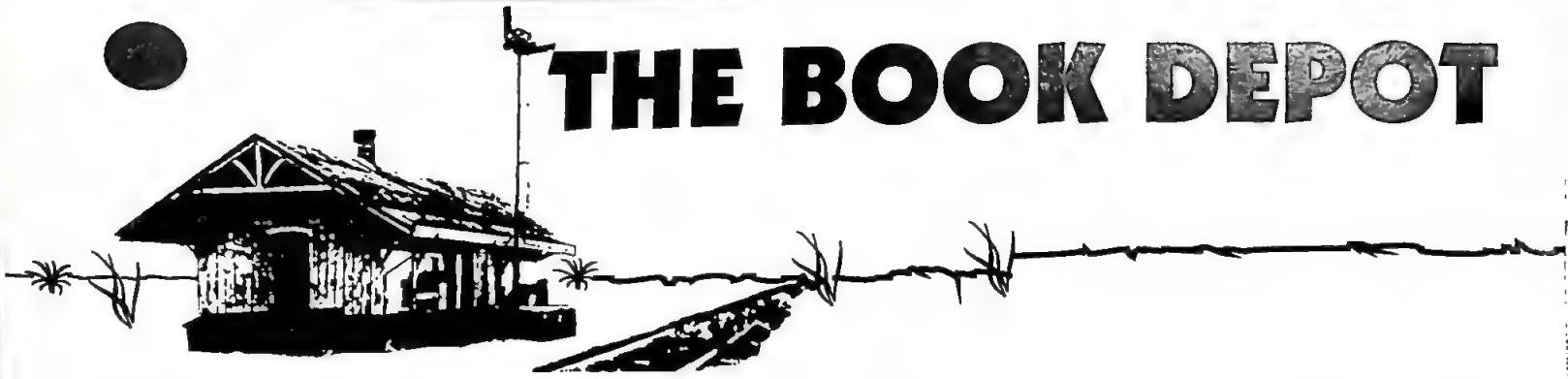

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**D2H5**

# Railnews

**THE MAGAZINE JINX ALREADY???** Just as we were putting the final touches on RAILNEWS for this issue, we got the following fax from Vic Neves of *Altamont Press*, quoting "a source at the UP:"

"Following the written decision of the Surface Transportation Board on August 12th, 30 days later, approximately September 12th, the Union Pacific will put the Tennessee Pass route in mothballs. They will deactivate the signals and pave over the crossings. This is not considered an abandonment, as by the STB ruling. After five years the line would then get scrapped. No doubt the SP Modoc line would be shut down on September 12th." That date, by the way, is the effective date of the UP/SP merger.

**UP/SP MERGER APPROVED** The Surface Transportation Board gave unanimous approval to the merger of Union Pacific and Southern Pacific on July 3, 1996. Barring unforeseen circumstances, the merger will become reality on September 12, 1996. Union Pacific will span 25 states, have 31,000 miles of railroad, 6335 active diesel locomotives and, along with BNSF, will be one of only two major railroads in the western United States.

In its decision the STB announced 35 conditions to the merger. The one most closely followed by many observers was the fate of the former-Rio Grande line over Tennessee Pass in Colorado. The STB decreed that UP could not abandon the route but could discontinue service. Once UP proves that the parallel Moffat Route can handle the extra traffic, abandonment can be carried out. Another 15 lines with little significant traffic were approved for abandonment. Union Pacific chairman Drew Lewis said none of the 35 conditions would derail the merger.

BNSF was granted 4000 miles of trackage rights over UP/SP and will be able to compete for business at any facilities that subsequently build along those UP/SP routes. Also, the Texas-Mexican Railroad was granted trackage rights from Robbstown, Texas, to Beaumont to connect with Kansas City Southern. The KCS and *Transportacion Maritima Mexicana* are in a partnership that operates the Tex-Mex, and the trackage rights give KCS a direct route from Kansas City to Laredo.

Union Pacific will pay approximately $4 billion for SP stock and assume about $1.4 billion in debt. UP immediately announced improvements to nine corridors on both the SP and UP to improve traffic flow at a cost of almost $800 million.

The STB retained the right to oversee the merger for five years. Additional conditions could be imposed should the merger have an adverse effect on competition. Meanwhile, is merger mania over or will the next round produce the first coast-to-coast U.S. railroad?

**UNION PACIFIC DOUBLE-HEADED** On July 20, 1996, Union Pacific ran the annual Cheyenne Frontier Days special from Denver, Colorado, to Cheyenne, Wyoming, and return. The annual Cheyenne Rodeo, one of the largest in the West, had its 100th birthday this year. The Denver *Post* sponsors a train to the event each year. The 1996 special train was a 28-car combination of UP and Rio Grande *Ski Train* cars carrying 1,237 passengers.

Challenger 3985 and Centennial diesel 6936 pulled the train from Denver to Cheyenne. For the return trip to Denver, UP steam boss Steve Lee trotted newly outshopped 4-8-4 844 in gleaming black paint to assist the 4-6-6-4. The two put on quite a show for those lucky enough to be there. The operation served as the final break-in run for 844 before its late summer trips across Iowa and out of Chicago. It'll also power fall color trips in Missouri and Arkansas for sponsor Pacific Limited Group. This was also the last run of 3985 before a planned major shopping — HAL LEWIS.

**MINNESOTA COMMERCIAL M630 73** Former CP Rail M636 4573 has been purchased by Minnesota Commercial as their 73. The MLW made its first run for MNNR on June 29, 1996, from the line's St. Paul yard to the UP / C&NW yard in South St. Paul (**page 12**). It joins Alcos previously purchased from Green Bay & Western as well as a variety of EMD switchers on the MNNR roster.

MNNR 73 is named "*P.A. Pender*" after CP/Soo's vice president and chief operating officer. Lettering on the front of the unit says "CP 4573 — The last M636 ordered and operated by the CP. Maintained with pride by the St. Luc shops, Montreal, Quebec." Lettering on the rear of the unit calls it the "Monster of the Midway," a reference both to the Midway area of St. Paul and MNNR owner John Gohmann's home city of Chicago (the NFL Bears are the original Monsters of the Midway).

The Minnesota Commercial operates 130 miles of track in the Minneapolis-St. Paul area. The line was formerly the Minnesota Transfer Railway and was jointly owned by the main line railroads serving the Twin Cities since its inception in 1883. The joint ownership ended in 1987 when the Minnesota Commercial purchased the railroad — STEVE GLISCHINSKI.

**BNSF ADDED YELLOW STRIPES** The final version of the dark green and Omaha orange paint scheme that first appeared on SD60M 9297 during May 1996 has been selected, and the result is a three-inch yellow separating stripe between the orange and the green (instead of red) and a yellow stripe along the frame with yellow lettering within the nose herald (**page 3**). The 9297 toured the BNSF system during June (see September R&R, page 3), and employee comments were collected to be incorporated into the final version. Interestingly, the suggestion of the yellow stripes was made by an EMD field service staff member to BNSF executive vice president Don McGinnis at the Galesburg Railroad Days celebration over June 22-23 weekend.

The first four of BNSF's 164-unit order for Dash 9-44CW's (960-1123) were shipped in the new livery during early July just before GE's two-week vacation shutdown. The units (961-964) got as far as Cicero, Ill., for inspection where they were refused and returned to GE; the biggest of the noted problems was that the paint was bubbling and already peeling and some truck modifications hadn't yet been added.

The new orange and green livery is intended for BNSF's "Northern Lines" segment; the red-and-silver warbonnets are intended for the "Santa Fe Lines" and the SD70MAC livery is intended for the "Burlington Lines." BNSF public relations executive Mike Martin told R&R that ideally the railroad hopes to keep the paint schemes in their respective territories, but there aren't enough units in any schemes to do that yet. The various BNSF liveries will be mixing it up in consists for quite a while. The new livery is not intended to replace the famous Santa Fe warbonnet livery, although these 164 units were initially ordered in red-and-silver.

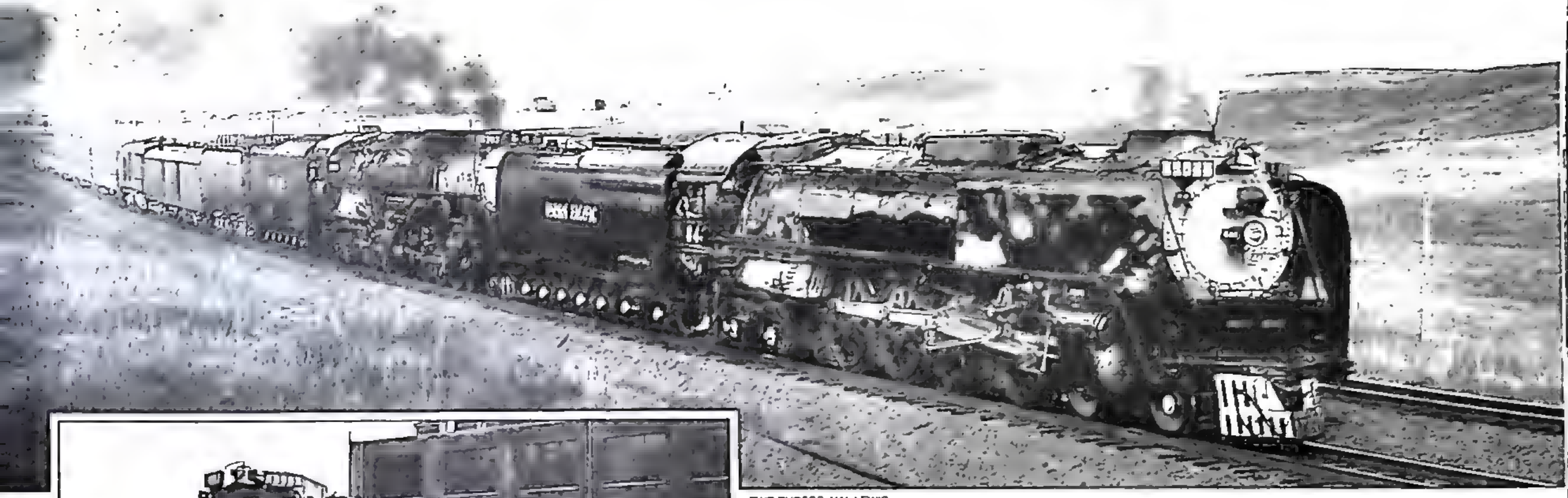
Meanwhile, BNSF and GE have been trying to resolve a problem with GE's high-adhesion trucks "hunting" at high speeds — the truck tends to hug or keep banging against one rail or the other. The UP has had similar problems with that truck. Santa Fe Dash 9-44CW No.653 has been one of the worst with the problem, and it has been back at GE's Erie factory periodically in 1996 for modifications. At press time, the 653 was in service on the BNSF with additional snubbers and other parts.

**THE GREAT CIRCUS TRAIN** The Circus World Museum's Great Circus Train charted new territory on its July 8, 1996, trip from Baraboo, Wisc., to the Great Circus Parade in Milwaukee. For the first time since the train began its annual outing in 1965 the antique rolling stock and restored circus wagons journeyed over the Wisconsin & Southern and Wisconsin Central. Another first was found on the head end in the form of twin E9 locomotives — never before had the Great Circus Train been pulled by E-units. Ahead of the circus coaches and flats were some of WSOR's business cars including two vista domes, another first.

The 1996 Great Circus Train's 32 cars will go on the record as being the longest consist operated. WSOR E9A's 10A and 10C had no difficulty handling the train on the curving grades in southern Wisconsin (**page 11**). The WSOR employees involved in the planning and operation of the train deserve credit for a job well done.

Future Circus Trains may also be hosted by WSOR, as it appears UP's ex-C&NW line between Baraboo and Madison may be sold to WSOR with other Wisconsin branches. The Great Circus Train has traversed this trackage every year it has run — BRUCE C. NELSON.

**THE PITTSBURG & SHAWMUT** Genesee & Wyoming Industries' latest expansion in western Pennsylvania railroading is the Pittsburg & Shawmut Railroad Incorporated (formerly the Pittsburg & Shawmut Railroad Company). The new Shawmut started to gear up for the new service even before the old Shawmut had run its last train. GWI had a rules class for the new employees (all holdovers from the P&S) on April 27, 1996, one day before the last



TWO PHOTOS HAL LEWIS

MIKE HOPPE

**UNION PACIFIC DOUBLE-HEADED** Northern 844 and Challenger 3985 on July 20, 1996, on the return trip of the annual Frontier Days special from Cheyenne, Wyo., to Denver, Colo. (**top**). Earlier in the day, looking like old Cheyenne, UP's last of the giants posed in front of the steam shop (**above**).

**BNSF and GE** are trying to resolve high speed "hunting" problems with the new high-adhesion trucks. Santa Fe Dash 9-44CW 653 (**right**) is the test bed, shown at Erie, Pa., on June 27, 1996, with additional dampers on some axles.

P&S move. GWI has begun stenciling "PSR" on otherwise unrepainted hopper cars and made sweeping equipment changes, though operational changes have not been as noticeable.

GWI set up two operating districts for the new property, the Shawmut Subdivision (the original P&S) and the Laurel Subdivision (the former Mountain Laurel and Red Bank Railroads). Dispatching has been moved to Punxutawney, Pennsylvania, where it is handled by the same people dispatching the Buffalo & Pittsburgh and other GWI properties. There are two regular jobs, BF (Brookville to Freeport or any intermediate point) and BD (Brookville to Driftwood or any intermediate point). No trains are currently operating between Brookville and Brockway on the Shawmut Sub, and trains west of Brookville on the Laurel Sub are sporadic and run only as business warrants.

The P&S SW9s have been put into storage pending sale. The P&S cabooses and much of the hopper fleet has been sold. Five Mountain Laurel Geeps are on the property and are expected to be sold; the 16 recently showed up on the Finger Lakes Railroad pending sale there. PSR trains are handled with B&P and Rochester & Southern power (**page 12**), mostly GP40s. It's unlikely the new B&P SD45s will visit the PSR due to track conditions — KURT R. REISWEBER.

**THREE AMERICAN-TYPES** Nevada State Railroad Museum in Carson City hosted a "Locomotion" celebration July 4-7, 1996. In steam for the event were the museum's Virginia & Truckee 4-4-0 22 *Inyo*, V&T 4-6-0 25 and NSRM's Dardanelle & Russelville 4-4-0 8. Also there and steaming were two guest narrow gauge engines, 0-4-0 *Seward* and Dan Markoff's Eureka & Palisade 4-4-0 No.4 *Eureka*. The three standard gauge engines paraded around the museum's circle of track while the two visiting engines ran back and forth on a section of dual-gauge track. At the end of the event, the three American-type locomotives and the Ten-Wheeler were posed at the diamond (**page 66**).

Two of the locomotives at the event share a common heritage. *Inyo* and *Eureka* were built five months apart in 1875 (in February and July, respectively) by the Baldwin Locomotive Works, carrying builders numbers 3693 and 3763, respectively. The two posed directly across the diamond from each other, and it was readily apparent that despite the difference in gauges the two shared a family resemblance. The boilers and dome placement are almost identical. If the running boards on the *Eureka* were raised to allow for larger drivers and the cab adjusted accordingly, the two would be nearly identical (**page 66, bottom**).

Nevada State Railroad Museum features 60 pieces of rolling stock, about half of which is from the Virginia & Truckee. It is open Wednesday through Sunday, with steam running select weekends. Call 702/687-6953 for a schedule — KEL AIKEN and DALE BROWN.

**HISTORIC TROLLEY SERVICE** Faced with a deficit of $75 million, the Southeastern Pennsylvania Transportation Authority (SEPTA) instituted service discontinuances in the Philadelphia area. While most cuts were on bus routes, both historic streetcar operations were also victims. The Welcome Line serving center city didn't reopen on a regular basis after its winter shutdown, while it has run during special events such as the baseball all-star game. The Chestnut Hill Trolley, serving a trendy shopping district in the northwest part of the city, was discontinued June 15, 1996.

Philadelphia's other historic service, the Penn's Landing Trolley operated by the Buckingham Valley Trolley Association along the Delaware River waterfront, has also ceased running. After closing for the winter as scheduled on December 17, 1995, the group was informed that the Pennsylvania Department of Transportation was going to improve Christopher Columbus Boulevard, which has BVTA's main line in its median. Part of the improvement was the removal of all track crossing the roadway unless the city or SEPTA guaranteed maintenance of the physical plant should BVTA pull out of the operation. With no guarantees forthcoming, PennDOT proceeded to remove all sidings crossing Columbus Boulevard including the siding into Pier 9 where BVTA's equipment is stored, isolating the equipment from its main line. BVTA is looking for a new home for its collection, hoping to keep it intact but facing the possibility that the cars may be scattered to other museums.

On a brighter note, SEPTA's fleet of six PCC's and a Peter Witt car that served the Welcome Line and Chestnut Hill Trolley are available for charter. Three cars painted "PTC green" are based out of Germantown in the northwest while three more cars (one each

painted silver, green and maroon) are based out of Elmwood in the southwest part of the city. A charter was run over the Chestnut Hill line on June 16, 1996, one day after regular service ended (**page 65**). The Wilmington Chapter NRHS has a trip scheduled on November 24 (see TIMETABLE) to cover the length of Route 23, which no longer sees regular service but was the the longest streetcar route in North America. Rates for a charter average about $120 an hour. Call Ed Springer of SEPTA's Light Rail Division at 215/580-3773 for more information.

***THE SPIRIT OF TENNESSEE*** As part of the statewide "Tennessee 200" bicentennial celebration, a train of displays is touring the Volunteer State. *The Spirit of Tennessee* is powered by a pair of E-units painted in a blue-and-cream scheme reminiscent of the Louisville & Nashville (**page 11**). Lettering on the two locomotives was finished on May 31, 1996, one day before the train's official debut at Nashville's Bicentennial Mall on Statehood Day. The fireman's side of each unit has the large flowing "Spirit of Tennessee" lettering while the engineer's sides have the corporate sponsors listed. All lettering is in dark gold. The Tennessee 200 logo is on each unit's nose.

The two units carry dual numbers, as the numberboards show the bicentennial years while the actual numbers and reporting marks are inside the cream stripe at the rear of each unit. E9A 9913 (former BN 9913/9983, nee-CB&Q 9988B) is owned by Trans Dynamics and carries "1996" in its numberboards. E8A 5794 (formerly MBTA 4254, originally PRR 5794) is owned by exposition train construction manager Gene Turnage and carries "1796" in its numberboards.

Five former-Amtrak baggage and baggage-dorm cars have been refurbished as display cars. They were painted platinum mist on the ends and roofs and their sides covered with large multi-piece photo murals, essentially stickers like those used on some semi-trailers and buses to create very colorful scenes with amazing detail and depth. The scenes on the display cars depict themes of Tennessee agriculture, commerce, industry, entertainment, geography and such.

Former-Norfolk Southern platform-observation car *Blue Ridge*, owned by Classic Rail Cars, arrived in late May and within a week was stripped of its tuscan color and painted a dark blue to match the locomotives. It has been designated the "community car" and will be available for functions hosted by civic, business and local government groups in each of the towns the train visits during its journey across Tennessee.

On Statehood Day, June 1, *The Spirit of Tennessee* was taken by a CSX crew at the Nashville & Eastern/CSX interchange and backed to Bicentennial Mall. Gene Turnage was on board and reported that the CSX engineer who operated the train was named Abe Lincoln. The train was parked on a trestle that serves as a gateway to the mall, where it remained throughout its inauguration ceremony and other festivities including fireworks. Photography was difficult due to tight security measures for Vice President Al Gore.

The train's schedule called for it to leave Union City on July 4th and be on display in 38 Tennessee communities. It will finish in Nashville in mid-November. For a schedule or other information on *The Spirit of Tennessee* call 800/200-TENN — STEVEN D. JOHNSON.

**ST. LAWRENCE & HUDSON SD40-2 5654** Canadian Pacific's Eastern Operating Unit was given a new name on April 2, 1996. The "St. Lawrence & Hudson Railway" was created from most of CP's trackage in Ontario and Quebec, as well as the Delaware & Hudson in the United States. The StL&H will be a division of CP, not a stand-alone company, but its financial performance will be closely monitored. It will be operated much like a regional, with a mission of restoring profitability to the eastern CP lines. The StL&H will be headquartered in Montreal. It becomes the second CP operating unit given its own identity, following E&N Railfreight established earlier this year to operate the former Esquimalt & Nanaimo lines on Vancouver Island.

The first locomotive to be lettered for the new operation is SD40-2 5654. It retains the CP candy-apple red color with StL&H lettering applied to the long hood and the nose (**page 3**). The unit made its debut at "Diesel Weekend" hosted by the Canadian Railway Museum at Delson, Quebec, on July 6, 1996 (see MARKERS). The 5654 design may not be the final image depending on the evaluation of this one.

**BIG SOUTH FORK SCENIC** The legendary Kentucky & Tennessee is still alive. A tourist operator, the Big South Fork Scenic, is running passenger trains out of the coal mining town of Stearns, Ky., behind K&T Alco S2 105 (**page 12**). Steam fans will remember that the Kentucky & Tennessee was where Southern 2-8-2 4501 last worked in regular service before being purchased by Paul Merriman.

The Big South Fork Scenic has been running seasonal trains since 1983. For 1996 the railroad introduced a couple of new features. First was the restoration of the 1904 Stearns depot which now houses a restaurant, souvenir shop, ticket office and historical exhibits. Also new is the Barthell Platform and village, a recreated mining town only accessible by rail. Passengers have the option of spending the night in the town.

Tourist trains run Wednesday through Sunday in April, May and September. There are daily operations June through August, as well as in October. There is one departure on weekdays and two on weekends. An optional "coal miner's lunch", packed in a red bandanna, is available. For reservations call 800/GO-ALONG.

Meanwhile, the future isn't as bleak as it once was on the freight side for the K&T. It was built in 1902 to tap the lumber and coal resources of the Big South Fork region of southern Kentucky. High costs and low profits led to the closing of the last mine on the line, operated by the Blue Diamond Coal Company, in 1987. Freight traffic has come back somewhat in recent years, and the K&T now moves approximately 1,000 cars a year.

**GRAND CANYON RAILWAY 2-8-2 4960** Over the weekend of July 4, 1996, the newest operating addition to the Grand Canyon Railway made its debut. Former-Chicago, Burlington & Quincy O1a Mikado 4960 was fired up for tests around the GCR yard in Williams, Arizona. With many modifications and a new tender, CB&Q steam fans may have difficulty recognizing their old friend.

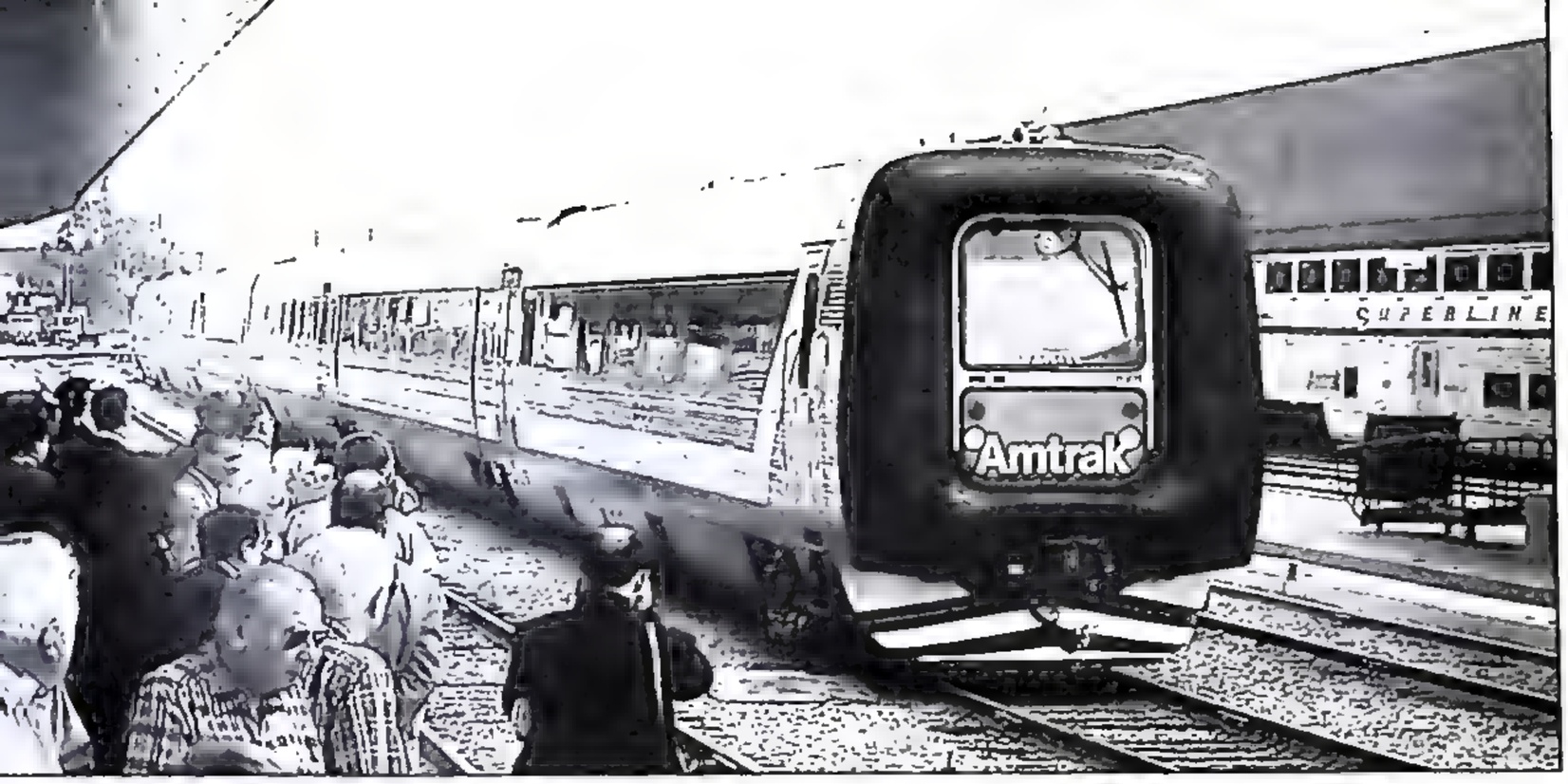
The most visible change to the Mike is its new tender from Soo Line 4-8-2 4012 (**page 66**). The six-axle tender had its coal boards squared off and an oil bunker dropped in — the 4960 is now an oil burner. On the front end there's a new pilot, smokebox door, centered headlight and high bell, and cross compound air pumps now grace both sides of the boiler (one replacing the Worthington feedwater pump on the left). The handrails on the steps between the running boards and pilot have been removed. From the stack back to the end of the cab, however, it's almost the same 4960 that gained fame pulling excursions in the 1960s. The 4960 was making break-in runs during July and finally reached the South Rim on July 24, 1996. Once broken in, it will be the line's primary power for the rest of the summer and will also be the star of the Grand Canyon Chapter NRHS railfan weekend October 4-6, 1996 (see TIMETABLE).

**CHESAPEAKE & OHIO 2-8-4 2716** The Fort Wayne Railroad Historical Society got their latest restored steam locomotive on the road during the third week of July 1996, when Chesapeake & Ohio 2-8-4 2716 hit the rails pulling freight on the Toledo, Peoria & Western (**page 66**). It's appropriate that we used Glenn Monhart's photo of the 2716, since it was he who initiated negotiations for the 1980 break-in runs of Fort Wayne's NKP 2-8-4 765 on the TP&W.

The return of 2716 marks the first time in the modern excursion era that a C&O Kanawha has operated with its original look. The Southern Railway used 2716 in 1980 and 1981, but gave it a decidedly "Southern Berkshire" look — it sported a centered headlight, new pilot and other modifications. The 2716 is owned by the Kentucky Railway Museum, which had leased the engine to both the Southern and the Fort Wayne group. Many of the museum members from New Haven, Kentucky, have been traveling north to New Haven, Indiana, to work on the 2716 at the Fort Wayne group's home shop. KRM's Carl Lusk says that there has been great cooperation between the groups in overhauling and running the locomotive.

The first passenger trips for the newly restored 1943 Alco were part of the "Iron Horse Festival" in Logansport, Indiana, on July 20-21, 1996. More journeys may be in 2716's future this fall. Contact the FWRHS at 216/757-0765 for more information.

**LUXURY TRAINS ON MRL** On June 29, 1996, at the remote location of Clarkston, Montana, two passenger trains met on the usually-freight-only Montana Rail Link. The eastbound *Montana Daylight*, powered by SD19s 651 and 652, was on the second day of




TWO *FLEXLINER* PHOTOS BILL PALMER

**AMTRAK *FLEXLINERS*** began a two-year North American demonstration tour at Los Angeles Union Passenger Terminal on July 16, 1996 (**left**). The two dual-power Danish-built IC3 demonstrators, borrowed from the Israeli State Railways, are painted in the red ISR livery with Israeli and Amtrak decals. When the two trainsets are coupled together the facing rubber "doughnuts" deflate, and the windshields and cab controls fold and lock away, providing a wide walkway between coaches (**below left**).

**LUXURY TRAINS ON MRL** met at remote Clarkston, Montana, on June 29, 1996. The eastbound *Montana Daylight* en route to Laurel, Mont., behind SD19 651 passed the observation car of the westbound *Northern Parks Limited* on its way to Paradise, Mont.

JOEL KING

a trip between Sandpoint, Idaho, and Laurel, Montana. Heading west was the *Northern Parks Limited* behind F45 391 on the first day of a three-day jaunt between Livingston and Paradise, Montana.

The *Montana Daylight* featured luxury cars from Rail Ventures, with off-train lodging in a hotel in Missoula. The *Northern Parks Limited*, with on-board sleeping accommodations, took passengers on a "cruise by rail" and featured off-train activities like a fly-casting demonstration and historic ranch operation. In addition to some of the finest scenery in the United States, both trains featured visits to Yellowstone via motor coach connections — JOEL KING.

**KCS GP40-2 4700** Kansas City Southern began receiving the first of 22 "Canadian safety cab" GP40-2s from Helm Financial. To be numbered KCS 4700-4721, these units were built starting in 1974 for the CN as GP40-2LW's and were only the second units with the Canadian safety cab, following the MLW M420s of a few months earlier. The "L" denoted a light weight frame to make up for the added weight of the wide-nosed cab. The first unit on KCS was the 4700 (**page 3**), former-CN 9573, and the other units slated for the KCS roster include CN numbers 9494, 97, 98, 9516, 36, 46, 59, 63, 89, 94, 96, 98, 9603, 08, 09, 10, 11, 17, 25 and 9629 — their KCS numbers will depend on the order in which they are shipped. CN sold these units to Helm, which contracted with MK Rail to rebuild and repaint them. Modifications include the addition of dynamic brakes, relocated ditch lights and an oscillating headlight.

With these 22 Canadian wide-nosed units, plus the ten former-SP "tunnel motors" and 20 flared SD40-2s in SD45 carbodies from VMV, the KCS is getting to be quite the diesel lovers railroad.

**AMTRAK *FLEXLINERS*** A pair of Danish-built IC3 rail diesel cars began a two-year North American demonstration tour from Los Angeles Union Passenger Terminal on July 16, 1996. The three-unit articulated trainsets, called DMU's (diesel multiple units) by Europeans, were built by ADtranz, a partnership of ABB and Daimler-Benz Transportation of Berlin, Germany.

The demonstrators were borrowed from the Israeli State Railways and are painted in the red ISR livery with both Israeli and Amtrak heralds. The IC3s will tour Amtrak, VIA Rail and various transit agencies, though no firm itinerary was set at press time. The IC3 is being marketed as the *Flexliner* for its versatility.

*Flexliner* trainsets can be powered by either diesel or overhead electric. Both versions running in different power modes can be operated together and even uncoupled "on the fly" at junctions. A trademark of the 194 aluminum trainsets built are the inflatable bladders at each end. Inflated, the big black rubber "doughnuts" improve the IC3's safety and aerodynamics, if not its looks.

When two trainsets couple, the facing bladders deflate, forming full-width diaphragms. Then, the windshields and consoles of the two units actually fold away and permit passengers to walk freely between trains. *Flexliner*'s top speed is 112 m.p.h. In the luxury configuration it seats 32 first class passengers and 109 in coach. There is a galley (kosher?) and individual entertainment headsets. A commuter version can accommodate up to 300 including standees. Traction fans will especially appreciate its interurban-style air whistle which supplements the usual horn and bell.

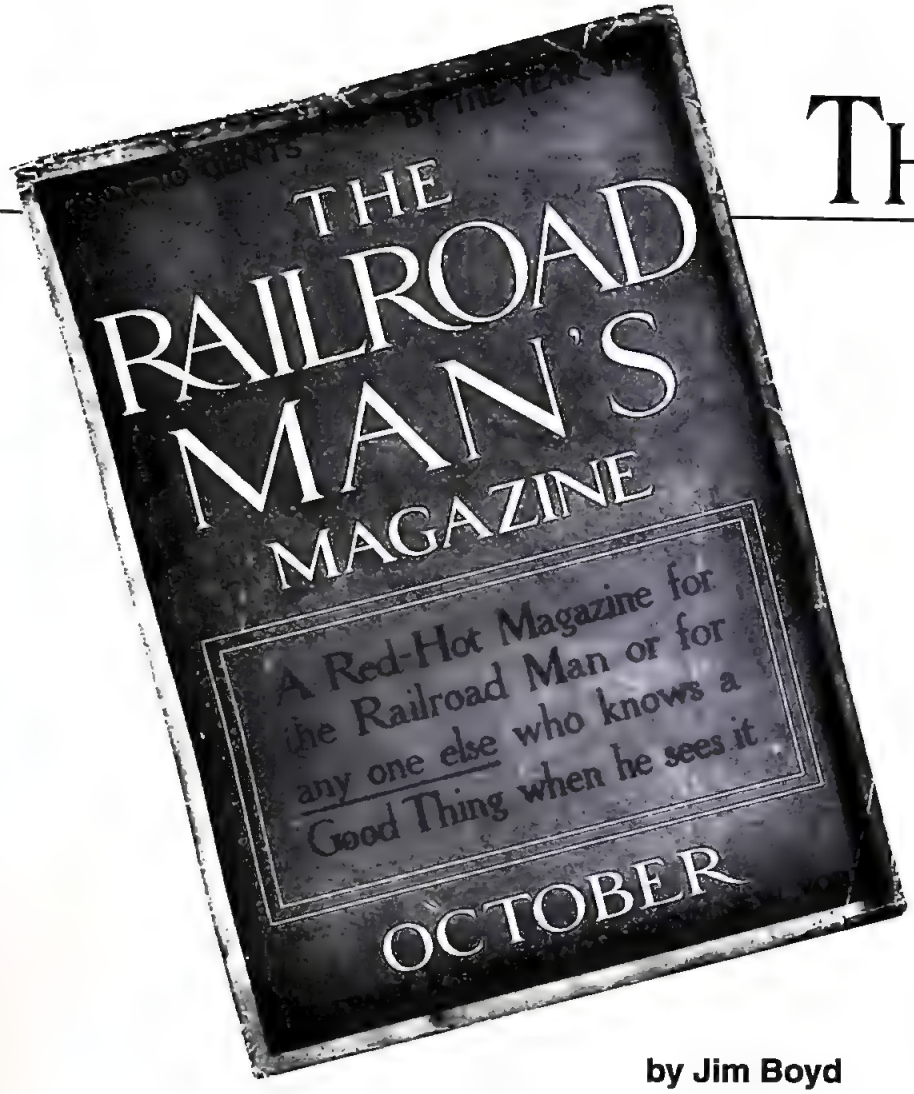
The press and VIPs on board the Los Angeles inaugural runs found the *Flexliner* extremely quiet and smooth running over rough, jointed track as well as ribbon rail. As was with the ICE and X2000 demonstrations, the IC3 will make many revenue and press runs in the coming months so railfans will have plenty of changes to sample it for themselves — BILL PALMER.

**NORTHWESTERN PACIFIC 4327** After some delays in start-up, the Northwestern Pacific formally took over SP's former-NWP trackage north of San Francisco at 11:59 p.m. on July 23, 1996. NWP made its first revenue trip on July 24th.

Motive power for the NWP will consist of eight units being leased from OmniTrax. These include four former-SP chop-nosed GP9s 3825, 3840, 3841 and 3844; former-Rio Grande SD9 5305 whose nose was chopped by the D&RGW shops, and former-SP SD9s 4423, 4324 and 4327 which retain their as-built high short hoods. The Geeps began showing up during June (see the September 1996 R&R, page 11 and 38). The first of the high hood SD9s to be completed was the 4327 (**page 12**) and the balance should be in California by the time you read this. OmniTrax sent former-SP GP35s 6595 and 6600 to the NWP as loaners until all of the NWP units were in service. All of the locomotive painting and preparation work is being done by OmniTrax's former-Great Western Railway shops in Loveland, Colorado.

California railfans have been excited as the NWP opted to use SP's famous "Black Widow" paint scheme with large stylized lettering along the long hood. While historians noted differences in styling details and colors (the red and orange are noticeably not correct), the design does adapt spectacularly well to a low nose unit.

# THE RAILROAD


THE
RAILROAD
MAN'S
MAGAZINE
A Red-Hot Magazine for the Railroad Man or for any one else who knows a Good Thing when he sees it
OCTOBER

**by Jim Boyd**

In the year 1906, America was just getting used to the idea of being in the Twentieth Century. The automobile and airplane were in their infancy, and steam powered the nation. The West was still wild, and the "Great War" and Great Depression were disasters that only the future would reveal. The telegraph was the primary means of communication, and radio and television were unknown — the "theater" meant live performances, not an evening at the movies. The state of home entertainment was illustrated in a full page advertisement for the "Two-Horn Duplex Phonograph," a purely mechanical device for $29.85.

For millions of working people, reading was their only armchair diversion. Instead of settling down after dinner to *America's Funniest Home Videos*, *Baywatch* and *NYPD Blue*, they would open up a newspaper or magazine to seek news, entertainment and adventure. Pulp fiction and romance novels thrived in the environment.

And the railroad was a big part of everyday life. To quote Publisher Frank A. Munsey in his new magazine, "The railroad, second only to religion, has been the greatest civilizing and enlightening force in the world. It has eliminated space and brought backwoods sections in touch with the polish and alertness of the cities. In conjunction with the telegraph, it has daily placed the news of the world before the farmer and mechanic in the once remote places of the country ... with a population today of well-nigh ninety millions, the United States owes perhaps fifty million to the railroad, without which our development would have been confined to the Atlantic coast ... it has made us a big people, a broad people, a great people.

"Today, with its various ramifications and allied interests, the railroad business is the biggest industry in America with the one exception of agriculture. And yet there is no magazine of general interest, so far as I know, which contains special features of direct interest to the railroad workers and their families. It is singular that this is the fact when there are perhaps as many as five hundred publications of one grade and another that are published for the farmer and his family — publications that contain a considerable percentage of reading of a technical farming nature, together with fiction, general information, biography, poetry, and such other items and articles as make good, wholesome, and interesting reading for the home and fireside. The fact that there is a demand on the part of farmers for all these agricultural journals makes me marvel that no publisher hitherto has thought to issue a publication for the railroad man, who represents the second largest industry in our Western World.

"Well, at last you have one — you, the railroad workers of America, and I hope you will find in it a good many facts and articles and bits of news that should naturally interest you and all those directly or indirectly connected with railroading. But in addition to these specific features that ring of the rail I am sure you will find in it an immense amount of good general reading, some instructive, some amusing, and much that is entertaining. And after all it is the entertaining things — the good, warm-blooded human stories of deep vital interest — that take hold of us and make us a nation of magazine readers.

"It is this fact that leads me to issue a magazine for the railroad world which shall be something more than a mere technical thing — a magazine that shall be filled with human interest stories in fact and human interest stories in fiction. And fortunately for this publication, the railroad in its very nature is so dramatic that it furnishes thousands of themes in real life which are as thrilling and daring and brave as the fancy of the most active story-writer can invent and vitalize into probability.

"Every minute that a great train is thundering along at sixty or eighty or a hundred miles an hour it is not only subject to many perils, but is actually skirting the very edge of disaster. And because of this danger — this tensity of life on the rail, there is an excitement and fascination to it that cannot be found and does not exist in the more placid and more secure occupations. Railroading on its present gigantic scale in America is a world in itself ... it has its own language, to a considerable extent its slang and shadings that smack of the speed of the locomotive, and it might almost be said that it has its own literature. The railroad stories that have already been created and the railroad stories that have been enacted in real life are in aggregate much more than the entire literature of some old and important countries. And railroading with us is only a little more than half a century old. Indeed, it is within the last twenty-five years that the great expansion has come about.

"It is for this world, this great railroad world, that we are issuing THE RAILROAD MAN'S MAGAZINE. It is largely a new creation in magazine-making. There is nothing else in America or in any other country just like it. We have had no examples to follow ... now it is up to the magazine itself to fill a place hitherto unfilled in the homes of the railroad workers of America — to bring into these homes each month many hours of entertainment, and to bring also a wider and fuller

# MAN'S MAGAZINE: October 1906

knowledge of railroad men and methods, as well as an abundance of good, wholesome, helpful, and instructive reading on matters of general interest and of timely importance. If it does this in a way acceptable to you it will measure up to the standard set for it by its publisher."

That first issue of THE RAILROAD MAN'S MAGAZINE contained no photos or renderings to illustrate its stories — though photos were included in the ten slick-coated advertising pages fore and aft that bracketed the 192 pulp feature pages in between and some minimal artwork was used to decorate some pages like the contents page shown here. And while the bulk of the news and feature material was rail-oriented, there were also many items of general interest and non-rail adventure stories.

## THE RAILROAD MAN'S MAGAZINE

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Application made at the New York Post Office for entry to the second-class mail matter.


Over the years THE RAILROAD MAN'S MAGAZINE struggled and grew and thrived and struggled some more, as the railroad world and magazine marketplace changed. It probably hit its zenith during the Second World War when editor Henry Comstock focused fiction and fact on the wondrous world of the peak of the steam era as it was on the verge of technological revolution. By then there was radio and the movies for arm-chair adventure and "general interest," so the magazine could concentrate on railroading and railroaders — and that emerging phenomenon, the railfan. As the railroad world changed, it was the railfan who would remain loyal to the publication as television lured the last of the rail employee readers to the ultimate "general interest" medium for news and adventure — few diesel era railroaders had a thirst for "true tales of the rails."

As Hal Carstens relates in his FROM THE PUBLISHER'S DESK column on page 5, THE RAILROAD MAN'S MAGAZINE became RAILROAD STORIES in 1931 and then RAILROAD Magazine in 1937. By 1979 RAILROAD had fallen on hard times by clinging to tradition and not responding to the changing market as defined by slick and technically accurate publications like *Trains*, *Extra 2200 South* and the new RAILFAN, which was created by Hal Carstens in late 1974 after a bid to buy RAILROAD at that time was rebuffed.

RAILROAD Magazine, with its rich heritage dating directly back to Frank Munsey's new publication of October 1906, was sold to Carstens in 1979 and combined with RAILFAN under the new title RAILFAN & RAILROAD. As a tribute to that heritage in its 90th year, over the next few months we will be offering excerpts from those early issues of THE RAILROAD MAN'S MAGAZINE, such as those on the next four pages. "Pioneers of the Iron Trail," depicting the ongoing lives of three legends of the rail industry who were alive when the story was written, is presented in the general type style and layout of the original 1906 article. And note the 1906 time frame: The just completed three-mile "Main Range Tunnel" was not the 1928 Moffat Tunnel we know today but the one atop Rollins Pass!

While Carstens Publications has the complete file of RAILROAD Magazine bound volumes from 1906, a special thanks goes to Louis Saillard, who found copies of issues 1 and 2 at a swap meet and sent them to us. The issue illustrated here has the cover, contents page and advertising pages what were not included in the bound volumes.

# Pioneers of the Iron Trail.

BY FRANK MACDONALD

## Men Who Have Tamed the Desert, Overcome the Mountains, and Built an Empire in the West — Stirring Incidents in Strenuous Lives.

THE railroad was to adventurous spirits of the nineteenth century what the sea was to the men of Queen Elizabeth's time. Stout hearts, strong bodies, and resourceful minds were needed by those who led the way westward over the Alleghanies, across the Mississippi Valley, and the great plains, to the mountains and beyond.

Romance, adventure, was the very breath of their nostrils. For fifty years they led our civilization toward the Pacific, fighting the wilderness, the desert, and the savage. The plain story of their lives needs no embellishment. The simple record of their deeds is a thrilling chronicle of courage and intellect overmastering the brute forces of nature.

## OPENING THE WAY ACROSS THE CONTINENT.

### General Dodge, the Builder of the Union Pacific Railroad Still in the Game at Seventy-Five Years of Age.

A YOUNG New Englander, not much past his twentieth year, had gone West to make his fortune, and, as he was a civil engineer, had entered the corps of the Illinois Central as one of the assistants. Later he went to Iowa to locate a few short lines there, and while at Council Bluffs had met, on the piazza of the hotel where he stopped, a lawyer who had done work for the Illinois Central and the Rock Island roads.

The engineer and the lawyer entered on an animated and enthusiastic discussion of the possibility of building a railroad over the Rocky Mountains and the desolate region beyond. Such a road would replace the trails whose lines were marked by bleaching bones. Both men believed fervently that such a road to the Pacific Ocean was not only possible but was necessary. They also knew that practically all the rest of the world laughed at the idea. The lawyer questioned closely, and the engineer's answers made him more and more convinced that the great road could and would be built. The engineer was Grenville M. Dodge, and the lawyer was Abraham Lincoln.

Dodge was born in Danvers, Massachusetts, in 1831, and after studying at Captain Partridge's Military Institute and at Norwich University, went to Illinois. He was with the Illinois Central from 1851 to 1854, and then went to Iowa, where he later met Lincoln. The same year the Federal government began surveying for a transcontinental railroad, and as the project was one constantly fixed in Dodge's mind he jumped at the chance of going out with the surveying party.

Practically the whole Rocky Mountain region remained to be explored and charted. It was wild and inhospitable. and the Indians were resisting relentlessly the advance of the white men. Dodge and his little band of engineers, however. did not mind the fighting, nor did they mind the exposure, the scorching heat of summer, or the wild storms of winter. They found new ways over the mountains and showed that a railroad could be built. Included in the work personally performed by Dodge was the first complete survey of the Platte River territory. The work had to be done under arms, and the surveying party was organized on a military basis. There was no easy source of supplies, and when the men plunged into the wilderness they had to depend on their own resources and courage.

Before the breaking out of the Civil War Dodge had also worked through Missouri, Kansas, and Nebraska for the Missouri Pacific Railroad, and when finally the war came he was recognized as the best equipped railroad engineer in the West, his knowledge of available routes including also the vast far Western tract that did not then possess a single mile of road. He was, besides, a trained soldier, and it was in recognition of his accomplished work that he was made colonel of the Fourth Iowa Infantry.

#### An Engineer Turned Soldier.

That stern Western experience had toughened him, and the demands of military service found him fit. At the battle of Pea Ridge, Arkansas, fought March 7 and 8, 1862, he had three horses shot under him and was seriously wounded in the side. He mounted a fourth horse and hung on till the end of the fighting. Then he dropped to the ground, weak from loss of blood and in agony from the hurt he had received. His skill and valor were recognized by Grant, and he became commander of the Department of the Mississippi. There his railroad training came into play again, for he built the Mississippi and Ohio road, a magnificent feeder for the Federal troops, and a road that helped greatly in making successful the operations in the Mississippi Valley.

In the spring of 1863 he was hurriedly summoned to Washington. Just previous to that he had organized colored troops, and his action had met with a storm of disapproval. He reasoned that President Lincoln wished to talk with him on that matter and perhaps to censure him. The organization of colored troops was not mentioned. The President came directly to the point. A transcontinental railroad was to be built, and Lincoln wanted information concerning it. The conversation at Council Bluffs had not been forgotten in any of its details, and the information Dodge had obtained later was speedily placed at the President's disposal. The latter had power to fix the Eastern terminus of the road, and his action in selecting Omaha was undoubtedly due to Dodge. December 1, 1863, ground was broken at Omaha, and the work of pushing the road westward was begun.

The progress up to 1866 was slow. Then Dodge, whose surveys

had been used in all the work, took personal charge of the building and things began to bear a different aspect. By May 1867 he had twelve thousand men at work along the Platte, and despite the attacks of Indians, the troubles that arose from the hordes of gamblers who followed the construction gangs, and the fights that took place among the workers themselves, Dodge managed to preserve order and keep the men moving.

Henry M. Stanley, who went over the route while the road was under construction, said at the time: "The country appears to afford meager chances for the agriculturalist. Cattle may be raised in some portions of the valley, but the bleached skeletons of oxen, mules, and horses, with which it is thickly strewn, tell a sad tale." Two years before, while going over the broad trails from Atchison to Denver City, Stanley counted the skeletons of one thousand two hundred and ninety oxen, ninety-three mules, and one hundred and forty-five horses. Human beings by the score had also perished, but as their bodies had been buried there were no skeletons to tell tho story and help mark out the trail. It was through such a country that the road was built, and in addition to eliminating loss of life it was destined in time to turn the unpromising ground into a rich agricultural district.

### Fighting and Building Together.

The Indians gave unceasing trouble. They swooped down upon surveying parties, attacked trains, ambuscaded construction gangs, and, hiding at a distance, steadily picked off those engaged at work. Unscrupulous traders furnished all the arms the savages wanted, and gamblers who had lost their money sold their weapons at a good price, until Dodge made the announcement that any person supplying arms or ammunition to the Indians would be hung. That stopped the traffic for a while, but the Indians had already obtained a good supply.

For a few weeks the new breechloading Spencer rifles in the hands of the Indians did more to protect the railroad builders than the soldiers did. The Indians did not understand the operation of a breechloader, and dozens of fatalities occurred when they attempted to pound the cartridges into the muzzles of the guns. At Plum Creek a hand-car, with five men, and later a passenger train were derailed. Some of the passengers were killed and a few were made captive. The hand-car had been sent out with a gang to repair a break in the telegraph line, and William Thompson, a telegraph lineman, was wounded and scalped, but recovered.

At the great powwow held at North Platte in September, between the chiefs of the Brule and Ogallalla Sioux and the Cheyennes on one side, and representatives of the government headed by Generals Sherman and Harney on the other, the Indians gave as their chief cause for making war the fact that the railroads were advancing at such a rapid rate that game was being driven from the prairies. They protested long and earnestly, but all the while the session was held Dodge was advancing his line and was branching out with feeders into the surrounding district. A stronger force of soldiers had been sent into the field and these were able to hold the Indians in check, though some of the warriors held their ground even after the conference.

Besides making the surveys Dodge superintended the construction of the roadbed, the laying of the ties and rails, and the building of bridges. He had a force of twelve thousand men under him, mostly Irishmen, organized and disciplined like a well-drilled army. But when the line of the Central Pacific, on which Chinamen were employed, began to approach the line of the Union Pacific, trouble became inevitable. The gangs fought until Dodge declared martial law, as he had in the case of the traders and gamblers. Then trouble ceased. The golden spike which united the lines of the Union and Central Pacific was driven at Ogden, May 10, 1869. The first year Dodge had charge of the work he located and put in operation five hundred and eighty-seven miles of track, hauling in all his material for construction and all supplies for his army of men as he went along. During the last year he opened up seven hundred and fifty-four miles of road.

### A Leader Worth Following.

He was in absolute command of construction, and he got the work done without waste of time or energy. Absolutely fearless, he would ride into a crowd of refractory track-workers and bring them back as easily as he could locate a stretch of road over the level prairie. And he could make the men work cheerfully. They were sometimes restless after a few months in the field. He had been at the work for years, and showed no signs of breaking. So when he got after them to urge them on to work they did it with a will.

A few weeks after the last spike was driven, Dodge began work on another big railroad, the Texas & Pacific through Louisiana, Arkansas, and Texas, and carried through surveys and construction with the same result as on the Union Pacific. Politics took him out of active railroad work for several years, but today, at the age of seventy-five, he is back in line again and among other positions holds that of chairman of the board of directors of the Colorado & Southern.

# MAN WHO GAVE RAILROADS TO COLORADO.

## How David H. Moffat Built Them When Others Balked at the Appalling Difficulties.

IT is something of a distinction to have turned at the age of sixty-three the first shovelful of dirt on the most difficult piece of railroad construction in the United States. It becomes still more of a distinction when it is realized that the man who turned the first shovelful financed the road out of his own pocket. Yet David H. Moffat who did this is accustomed to doing unique things in railroading, especially in forwarding construction.

In 1851, when he was twelve years old, he came to New York City from his native place in Orange County and began work as a messenger boy in the New York Exchange Bank. He worked there four years and then moved to new fields, still remaining with banks. In 1860 he started in a prairie schooner from Omaha with a supply of books and stationery to open a store in Denver. Denver did not want books and stationery in quantities sufficient to make the business highly profitable, so after a few years Moffat turned back to banking.

Denver had grown from a mining camp, where a vigilance committee found more to do than vigilance committees usually found, to a prosperous, thriving city and the capital of the Territory of Colorado. Still it was sixty hours' stage drive from the nearest railroad station. The gold and silver mined in the neighborhood was carried by mule train and provisions had to be brought in the same way. Living was expensive, and as the Union Pacific and the Kansas Pacific, because of the difficulties of the grades, had decided to ignore Denver's existence, it seemed probable that the cost of living would advance to the point where the growth of the city would be strangled. Spasmodic attempts were made to change the minds of the directors of the Union Pacific, but without avail. Then Moffat, who was not yet thirty years of age, organized himself into a committee of one and went out to see that Denver got the railroad it so badly needed.

### On the Warpath for a Railroad.

"We're a big and thriving city," he said enthusiastically, "but we'll never be as big and rich as New York until we get a good railroad, even if we are the heart of the nation and have the best location in the world."

He pounded relentlessly at the directors of the Union Pacific. He offered inducements, and he got his townsmen to do the same. The directors held off, for they could not see their way clear to building a spur road to Denver and making it pay, and much less could they see

the possibility of putting the city on a main line. The answer was final, and Moffat and a couple of associates set out to build the road themselves. The projector of the scheme was John Evans, afterward governor. Moffat was the financier, and he also went into the field to see that the work was done well and quickly. It was not a very great or very long line they built, running as it did only from Denver to Cheyenne, but it was great enough to enable Denver to retain the lead over the other cities of the Territory which its mines originally gave it. The first train to enter the city arrived in the summer of 1870, and the locomotive, purchased from the Union Pacific, had been rechristened the *David H. Moffat*.

Moffat's next step in developing the railroads of Colorado was a line along the banks of the Rio Grande del Norte to Creede, which was then a booming silver camp. The Rio Grande Railroad would have nothing to do with it, so Moffat, who had profited by the construction of the Denver Pacific, as the line between Denver and Cheyenne was called, and had also been drawing big money from his bank, built the road entirely at his own expense. Then when it began to give returns he sold it at a heavy profit to the Rio Grande. Creede did not last long as a boom city, but the road continued to pay as an important district had been opened up.

The Denver & New Orleans road. now part of the Colorado & Southern, was started by Moffat and his associates in 1881 to give Denver an outlet to the Gulf. They built from Denver to Pueblo, when the work was taken over by General Dodge and others and completed to Fort Worth.

In 1893, when money was scarce and investors were timid, Moffat saw that Cripple Creek was a coming town and tried to interest people in the building of a road that would enable the miners to get their ore out. Every one held back, so he dug down into his own pocket again and built a road that brought him a fortune.

The Denver & South Park road, another of his lines, is not long, but the building of it was an unusually tough engineering proposition, even for builders who were accustomed to the difficulties of Colorado railroad construction. The fifteen miles cost over a million dollars. The line to Leadville was another hard undertaking, but its shipments of ore to the Denver smelters brought millions of dollars to the men who undertook the risk of building the road.

From 1885 to 1891 Moffat was president of the Rio Grande, taking the position when the road was bankrupt and sinking deeper and deeper into the mud, and leaving it when it was on a solid paying basis. His first work was to rebuild the line, and re-equip it throughout so that it could handle the traffic its situation would naturally give it.

### Latest and Greatest of His Tasks.

The latest enterprise on which he has entered is the most picturesque of all. It is an "air-line" from Denver to Salt Lake City over the Continental Divide, midway between the Union Pacific on the north and the Rio Grande on the south. Besides putting Denver at last on the main line of a road over the mountains, it also opens up a magnificently rich section of northern Colorado. The proposal to build the line met with instantaneous and active opposition from the roads that would be affected by it, and they were strong enough to throw up formidable legislative obstacles. When it was suggested that Moffat was at last up against a job too big for him and that he could not get a route, one who knew him well remarked confidently:

" A right of way block Dave Moffat? I guess not. If there's no other chance he'll cuss a right of way through."

He didn't have to go to such an extreme, but he did have to furnish the money for the building. New York capitalists whom he visited refused to advance any money for the building, so he said:

"Never mind. I'll build it myself. We have a little money out in Colorado, I and my friends. We can all chip in, and I guess among us we can make up a fair-sized pot. This road is one of the plums of Colorado, but it'll take a little shaking to bring it down."

It took more than a fair-sized pot, as the preliminary work for the surveys cost a quarter of a million dollars. The Burlington had tried to get over the mountains and had become frightened when a million dollars had been put into the work and brought no visible results, and Moffat bought the rights the Burlington had acquired. The first fifty miles of road out of Denver cost sixty thousand dollars a mile, and the thirty five miles up the foothills to the Main Range Tunnel cost one hundred thousand dollars a mile, all this for grading before a single tie was laid.

In eleven miles there are twenty-nine tunnels through solid granite, and the road has every conceivable sort of curve, from a horse-shoe to a tennis-racket. Bridges and fills cost a million dollars. Steam Shovel Cut, through rock, is two thousand two hundred feet long and averages forty feet deep. The Main Range Tunnel, nearly three miles in length, is under James Peak, at an elevation of nine thousand six hundred feet, and cost three quarters of a million dollars. William Crook, whose firm had the contract for building one of the worst sections of the road, took down twelve thousand cubic yards of granite with one blast, using one thousand kegs of black powder and fifteen boxes of dynamite to do it.

The worst part of the road, the way through the mountains, has been conquered, and what remains to be done is comparatively easy. Throughout, the road is of standard gauge, three thousand six hundred heavy Texas pine ties to the mile, instead of the usual two thousand eight hundred, and eighty pound rails, and all equipment fitted for heavy through traffic. It was a magnificent conception in railroad building, and it took magnificent courage to risk millions of dollars in a venture that had swallowed other millions and given no return, but Moffat has made such ventures before, with the result that he and many of his friends are millionaires. His life history is an illustration of the possibilities of state-building with railroads, and there is not a line of failure in it. It is a chronicle of continuous success under heavy handicaps.

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# FROM ROUSTABOUT TO RAILROAD PRESIDENT.

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## Romantic Career of James J. Hill, Who Started with Nothing and Is Now the King of the Northwest.

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AT sixty-eight years of age James J. Hill can look back on a life-work that has made the great Northwest one of the richest sections of the world. He was eighteen when he came to this country from Canada, where he was born, and for three years previous to emigrating he had been forced, by the bankruptcy and death of his father, to work in a country store. He landed in Saint Paul practically penniless, and found that the demand for clerks was *nil*.

Work along the river-front was the only thing open to him, and so, although he was of slight build and utterly unlike the husky men usually hired, he started in with the roustabouts. His grit enabled him to tote on his back as big a load of cordwood for the river steamers and otherwise do as good a day's work as any of his associates. Saint Paul was growing, and the steamboat traffic was at its height. There was also the beginning of a gigantic railroad business, though there was none who could foresee the possibilities of its future development. Hill saw possibilities in both lines, but his work as a river laborer fixed his attention principally on steamboats and on furnishing steamboat supplies.

It was while he w as working on the water-front that he met the woman who was afterward to become his wife. Her name was Mary Mahegan, and she was a waitress in the little restaurant where Hill got his meals. He went there in the first place because it was clean and cheap, and he continued to go there so he could see the little waitress. The first time he saw her he resolved to marry her, though

at that time she seemed to him far harder to attain than fame and fortune.

It was a long time before he could summon up courage to address her, and still longer before he could bring himself to the point. He went into the restaurant a dozen times resolved to settle his fate, and each time he came away without having spoken and angry with himself for his lack of courage, but more than ever resolved to marry her. At last he did ask her, and she readily agreed. Hill thereupon imposed a condition: he must first make a place for himself and for her in the world, and to this she agreed also. This was probably the last time in his career that James J. Hill did not go boldly and confidently about the accomplishment of anything on which he had decided.

When Mary Mahegan had accepted him he went out elated, and luck seemed suddenly to turn in his direction, for he got a place as shipping clerk in the office of the Dubuque & Saint Paul Packet Company, and soon worked from that post to the ownership of a steamboat of his own and of a wood and grain business. He also sent Mary East in order that she might study, and when she returned two years later he married her.

### First Try at Railroading.

His first plunge into railroading was made in 1873, and it was a big one and startling to those who did not understand Hill. He had got together about one hundred thousand dollars when an irresistible bargain came his way. A little railway called the Saint Paul & Pacific was for sale for five hundred thousand dollars. It had been the worst managed road in the country, was thirty-five million dollars in debt, and had not paid a cent on its pay-roll in six months. Besides that, it was so thoroughly discredited and every one connected with it was held in such low regard that no one but Hill would consider it. Saint Paul capitalists laughed at him when he asked for backing, and would not lend him a cent for any such scheme as buying up a worthless property like the Saint Paul & Pacific.

He thereupon went up to Canada, interested Daniel Smith and George Stephen (afterward Lord Mount-Stephen), and worked through them and others so successfully that he managed to get all the money he wanted from the Bank of Montreal. There was a terrible howl from the Canadian papers and people. Hill was represented as an American freebooter looting innocent and confiding Canadian financial institutions. At that time Canada was giving enormous grants of land right and left for railroads either begun or contemplated, and there was a growing and well-founded suspicion that all was not well in Dominion railroad finances. Not a great deal had yet been said openly about conditions in Canada, but the thought of an ex-Canadian and at present enthusiastic American borrowing money to finance a run-down American railroad was too much.

### Beginning of His Folly.

Hill got back safely with the money, however, and started in rebuilding the road. It had about four hundred miles of track, all in a bad condition, and equipment that should long ago have gone to the scrap pile. Hill rebuilt every foot of the old road and then started the line west toward the Pacific Coast.

It had been customary in building transcontinental lines to get the biggest possible subsidies from the government and to take in the choicest tracts of land along the route and hold them for speculative purposes. Such a course had been so generally followed that there was a gasp of astonishment when Hill asked for nothing and made no attempt whatever to gouge out any of the choice bits from the government lands. A daring speculation now became downright folly.

Hill's folly, however, pushed steadily toward the Pacific. It went over the prairies, where there were at times not a score of people within a hundred miles of the line, and headed for a region so sparsely settled that there seemed no chance of its paying dividends within a generation. But even before Puget Sound was reached the settlement of the land along the route of the road had already begun. Farmers, ranchers, and lumbermen flocked in, transforming the land before given over to the Indians and the buffalo into a vast farm that feeds millions of people.

Hill's folly gave profitable returns from the first, and the Canadians who helped him became millionaires during the process. It had usually been the custom to build a road only to supply the needs of the people in a district. Hill built a road that brought settlers by the thousands. He made it enormously profitable through the cities and farming districts he created. It was mad folly, according to the old standard, to attempt any such thing. It is good railroad policy according to the revised standard which Hill set up.

He had shown that he was a railroad rebuilder and developer. He afterward proved that he was a great financier. In 1893, when the country was wild with panic and railroads and industries were being swept down in the general ruin, the Great Northern, grown from a worthless line four hundred miles long to a system that embraced nearly six thousand miles of track, weathered the storm and steadily earned small amounts while other roads were digging fatal holes in their reserve. Hill, country store clerk, Mississippi River roustabout, shipping clerk, and steamboat man, had built so solidly that not even the heavy storm of financial disaster and the industrial depression that followed it could shake his work.

# Full Speed Ahead.

## Years of Prosperity Inspire the Railroads to Put Millions Into Better Equipment, Smoother Track, and the Latest Time and Labor Saving Devices.

ALTHOUGH steel cars have been in use on elevated and subway lines in cities for some time, the first all-steel passenger car for a steam railroad has only recently been turned out in Pittsburgh. It was built for the Southern.

INCLUDED in the order for new equipment, costing approximately seven million dollars, which was recently placed by the Wabash, were four thousand steel underframe coal-cars of one hundred thousand pounds' capacity.

THERE "isn't going to be any" towpath soon, if a fleet of tugboats equipped with gasoline engines now on the Erie Canal fulfills expectations. No sleeping quarters for the crews have been provided, as the men are expected to live ashore.

ORDERS for five hundred and sixty two thousand tons of steel rails have been booked ahead for 1907 by American railroads. Among the roads which have placed the largest contracts are the Northern Pacific; Great Northern; Chicago, Milwaukee & Saint Paul; Chicago, Burlington & Quincy; Illinois Central and the Wisconsin Central.

GASOLINE motor-cars are receiving serious attention. The Union Pacific is using them daily on its branch line from Lawrence to Leavenworth, and the Erie has been experimenting with a car cigar-shaped in front and entered from the side. This car has shown itself capable of making good time, and it is not unlikely that a service of single cars may be inaugurated on some of the suburban lines at the New York end of the Erie.

PHOTOGRAPHY PETER J SMYKLA

# Ashley, Drew & Northern is

**HAVING JUST COMPLETED THE LAST RUN,** AD&N GP28 1812 idled in front of the Crossett office building at the Georgia Pacific mill on June 29, 1996. The acquisition of the former Arkansas & Louisiana Missouri and extension of the Fordyce & Princeton down the old Rock Island branch still leaves the Crossett mill with good rail connections to the Union Pacific and Cotton Belt.

Saturday, June 29, 1996, started out like any other hot summer day in Arkansas. The rising sun burned off the haze and fog and gave ample warning of the heat that was to come. In Crossett, GP28 number 1812 of the Ashley, Drew & Northern was readied for its run to Monticello. But this day was different, for after almost 84 years, it was to be the last day of operation.

The Ashley, Drew & Northern was incorporated in August 1912 to build a line from Cremer to Monticello, Arkansas. It acquired the Crossett, Monticello & Northern and opened in 1913. The line was then leased to the Arkansas, Louisiana & Gulf until 1920, when it again operated independently. The AD&N and almost everything else in Crossett was owned by the Crossett Company. During this time, it connected their lumber mill in Crossett with the Missouri Pacific interchange in Monticello. Once the paper mill was built in Crossett in 1937, wood yards along the line provided cars of pulpwood for the mill.

In 1963, the Crossett Company was purchased by Georgia-Pacific Corporation, and with it, the AD&N. Operations continued as before, and the line was very profitable. In 1981, after the demise of the Rock Island, Georgia-Pacific bought their Crossett branch from Whitlow Junction on the AD&N to Fordyce, expanding the Fordyce & Princeton which they also owned. The F&P handled cars for interchange with the Cotton Belt at Fordyce, and the AD&N still interchanged with the MP.

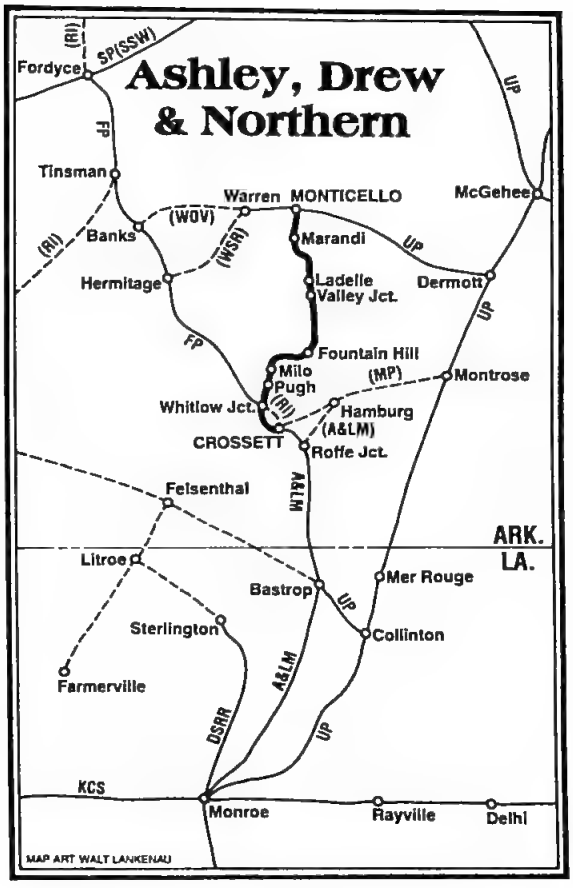
In 1992, Georgia-Pacific purchased the Arkansas & Louisiana Missouri which ran south from Crossett to the UP (former MP) and Mid-South, (former IC, now KCS), at Monroe, Louisiana. The A&LM was renamed Arkansas, Louisiana & Mississippi. This line has a paper mill at Bastrop as well as the overhead traffic from Crossett, so the handwriting was on the wall for the AD&N. On-line traffic had

diminished as the wood yards closed, and, at the end, only the flooring mill at Marandi remained as a source of revenue north of Crossett.

In 1995 the AD&N petitioned for abandonment since the outbound Crossett traffic now went south on the AL&M or north on the F&P. Approval was given by the Surface Transportation Board in April 1996. The 4.7 miles from Whitlow Junction to Crossett would be acquired by the F&P. Approximately 40 employees would get up to six years of pay and benefits which the railroad is paying *voluntarily*, even though no labor protection provisions were imposed by the STB.

Now the time had come. At approximately 8:30, engineer Buddy Burton released the brakes and headed out of town with the three empties destined for the Union Pacific interchange at the north end of the line. The train rolled north, through Whitlow Junction where the Fordyce & Princeton line diverged toward Fordyce. On it went, through Pugh and Milo, hamlets that once saw four passenger trains daily, two in each direction. As he entered Fountain Hill, the largest community between the terminals, Buddy pulled the throttle back a notch or two on the grade approaching the Highway 425 crossing. Then it was into the woods over the undulating roadbed. The train barely slowed for Valley Junction and Ladelle, passing cars that would be collected on the return trip.

At Marandi, the last revenue load was picked




# "All Done Now"

**by Peter J. Smykla**

up at the Maxwell Hardwood Flooring Company mill, increasing the length of the train by a third for the last three miles. Upon entering Monticello, the train pulled around the south leg of the wye onto the Union Pacific, and conductor John Fletcher lined the switch so that the cars could be left for pick-up on the wye's north leg.

After running back down the south leg, the light engine started up the grade to the UP crossing. John opened the gate, swinging it across the UP track, and then headed up the middle of the street past the old AD&N depot toward North Yard. With motorists dodging to avoid the engine, 1812 plowed some asphalt with the flanges. This was the first trip up the street since December, when the four ex-GM&O pulpwood flats they were going to get had been stored in the yard. Returning, the train paused for photos at the UP crossing, bringing back

**THE LAST CUSTOMER** north of Crossett was the Maxwell Hardwood Flooring Company at Marandi, three miles south of Monticello. On the last northbound trip, the 1812 almost disappeared behind the undulating topography as it picked up the last outbound loaded boxcar from the Maxwell siding. The three-car train then headed for the UP's former MoPac interchange at Monticello.

**ENGINEER BUDDY BURTON** videotaped his railroad's last run on his camcorder and was shooting details of the locomotive during a pause at Valley Junction. The 1812, a rare GP28, was originally Illinois Central 9429. The AD&N's power is being transferred to other Georgia-Pacific operations. An ex-AD&N SW1200 and A&LM SW9 recently replaced the two Baldwin switchers on California's Amador Central.

been blocked when the cars were stored. After gathering these cars, they headed south about a mile and dropped the boxcars on the main prior to going to Valley Junction. Here, seven boxcars were on the siding, and nine more on the spur at the old wood yard. As these cars were backed up the main to the balance of the train, Phil Schueth, vice president and general manager of the line, who was following the last trip with two of his sons, kicked the rail on the siding and said, "that's pretty good 60-pound rail".

He said that they had planned to replace the siding with heavier rail, but it was decided that it would last as long as they needed it, "and it did."

We beat the train to a spot north of Fountain Hill where we'd had a runby with the passenger special in 1987. Here the undulating profile of the line is clearly visible as the train climbs up a hill. After passing through Fountain Hill, the train slowed to allow us to get back in front for photos along the long stretch that parallels Highway 133. A lady who lives along the tracks asked if it was the last train, and when I told her it was she just sighed, saying she'd watched a lot of trains from her house through the years.

At Whitlow Junction, Buddy brought the

memories of happier days in October 1987 when the Arkansas Railroad Club's excursion was turned on the wye, and the water tanks under the passenger cars *Jefferson County* and *Susacapejo* scraped the UP rails as we walked the train over the hump. Ironically, the 1812 also was leading the train on that memorable trip.

After Buddy videotaped his train at the crossing, they headed south for the eleven-mile non-stop trip to Ladelle. We swung the gate across the track recently vacated by 1812 and fastened it shut for the last time.

It was a little after noon when 1812 arrived in Ladelle with its four flats in tow. Here there were 18 boxcars to be picked up. They were on the siding, but in three groups, since the two gravel roads which cross the tracks had not

train to a stop short of the switch. John tied down the 34 boxcars on the AD&N main — it wouldn't be needed for running again. He swung aboard the engine, and the four-car train headed for town. In the Crossett yard they dropped the four flats, blew for the plant crossing and passed by the railroad office. It was 3:40, and an era had ended.

The abandonment of the AD&N makes sense: The owner now gets better service via the AL&M and F&P, and an expensive and essentially useless railroad is eliminated. It's 1990s railroading at its most realistic — but it's like the funeral of an old friend. The AD&N will long be remembered as the Ashley, Drew & Northern Railway. However, as they passed the office, all I could think was, "All Done Now." ✏

**THE FORMER MISSOURI PACIFIC** diamond with the AD&N at Monticello, is still guarded by a swinging gate and a stop sign (**opposite**). After picking up four ex-GM&O pulpwood racks that had been stored in the North Yard, the 1812 made its last trip down the street (**above**) past the old depot. The UP/MoPac branch still serves the Potlatch mill at Warren. The last AD&N southbound made a fine sight (**left**) below Fountain Hill.

Rio Grande
COYOTE FLAT
1252

# CHANGING TIMES ON TENNESSEE PASS

**by Brian Jennison**

Tennessee Pass, on the old Denver & Rio Grande Western in central Colorado, is the highest and steepest main line railroad pass in North America. Topping out at 10,250 feet, and with a grade of three percent, this "Main Line Through the Rockies" is an awesome place to watch and listen as modern diesel power struggles to haul 100-car, 14,000-ton coal trains uphill. It is equally challenging to get a train down the Pass — indeed, there have been three runaways in the last two years. The last such disaster, on February 21, 1996, killed two crewmen and spilled sulfuric acid down the side of the hill just east of the Deen Tunnel. Truly, Tennessee Pass is one of the most difficult mountain grades in the country to operate, and therein lies its fascination for railfans.

However, the Union Pacific-Southern Pacific merger has been approved, and that may doom the spectacular route over Tennessee Pass. The UP has plenty of capacity on its main line across Wyoming, and looking at the car counts in the line-up on page 56, it's easy to see that the UP could reroute all manifest traffic off the SP's "Central Corridor" via Minturn and Pueblo and run it instead over Sherman Hill. Similarly, the taconite and coke trains heading for the steel mill in Geneva, Utah, could run via Cheyenne.

It is a little more difficult to see how the line to Denver via Moffat Tunnel will be able to handle four additional coal trains per day that now use Tennessee Pass, together with their empty westbound counterparts. Indeed, the Surface Transportation Board has ruled that Tennessee Pass must be retained until the UP can demonstrate that the Moffat Route will have sufficient capacity. Siding lengths on the Moffat are limited by geography; much of the line is along sheer rock walls, and increasing physical capacity will be difficult. However, sources in Omaha have stated privately that UP's management will spare no effort to demonstrate compliance with the STB's stipulation. Also, both Arco and Ajax Mining Companies (large shippers on the present SP/D&RGW) have holdings in the Powder River Basin as well as in Colorado and Utah, so some of their production might simply shift to the mines already served by the UP, thereby cutting a train or two a day from the total that the Moffat Route would have to handle.

## Narrow gauge origins

Built by the Rio Grande as a narrow gauge branch line in 1881, Tennessee Pass was not originally intended to be the main line to Utah; that route was via Marshall Pass and the Black Canyon of the Gunnison River to Grand Junction and west. However, when the decision was made to standard-gauge the Rio Grande in 1889, the route via Marshall Pass proved unsuitable, so the Tennessee Pass route became the main line by default. This was the Rio Grande's main route west until 1947, when they gained control of the Denver & Salt Lake, which ran west out of Denver via the Moffat Tunnel, joining the traditional Rio Grande route at Dotsero. Although hot Denver to Salt Lake traffic, coal trains off the Craig Branch and Amtrak use the Moffat Route, most east-west manifest traffic and many coal trains still use the original route via Minturn and Pueblo.

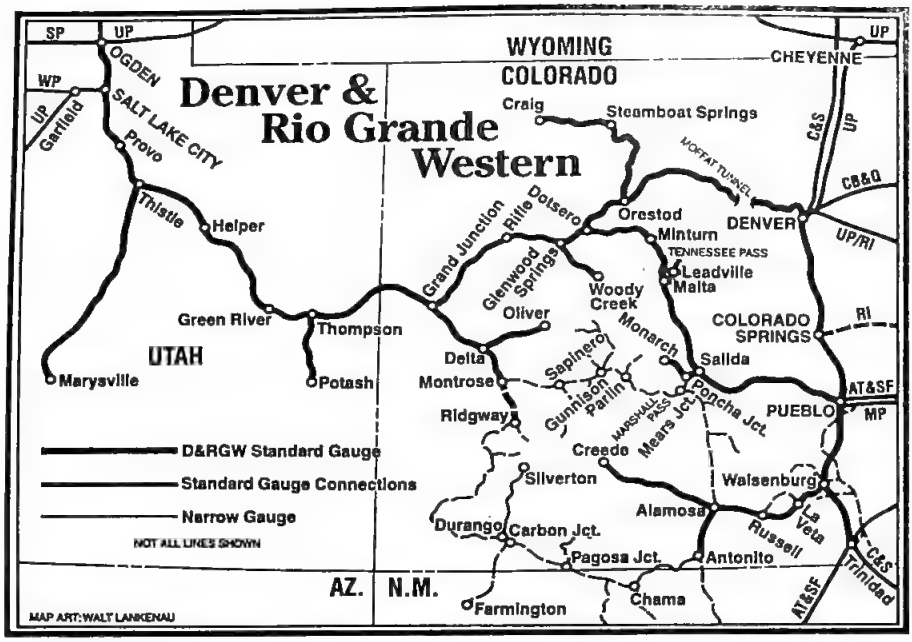
Following its acquisition by Philip Anschutz' Rio Grande Industries in 1988, the Southern Pacific, ironically, became the corporate survivor (much as it did earlier in this century vis a vis its corporate parent the Central Pacific), and Tennessee Pass, along with the rest of the Rio Grande, has been slowly taking on an SP appearance ever since. This became particularly noticeable in 1994 when new Dash 9-44CW's showed up on coal and taconite trains. Following the 1995 delivery of 279 new AC's, the transition is nearly complete. While dyed-in-the-wool Rio Grande fans no doubt lament this trend, Southern Pacific fans rejoiced at the addition of yet more rugged mountain trackage

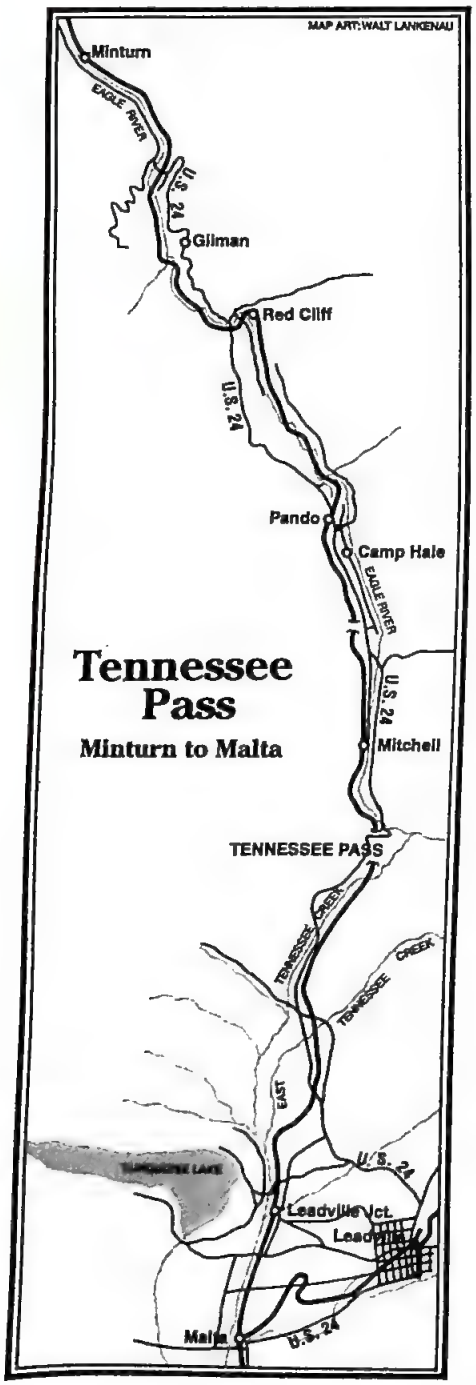
PHOTOGRAPHY BRIAN JENNISON, EXCEPT AS NOTED

**THE COALING TOWER** still stands at Minturn, the helper terminal on the west/north side of Tennessee Pass. On September 24, 1994, D&RGW and SP power was teamed up on the RVNSQ (**above**), which was then photographed leaving town (**opposite**) along the Eagle River.

for their favorite railroad to operate.

Most opponents of the Union Pacific's take-over of the Southern Pacific based their arguments on the potentially anti-competitive nature of the merger, especially in Texas and Colorado. It was hoped that the Surface Transportation Board would rule that the UP would have to divest itself of the Central Corridor, thereby providing competitive service from Kansas City to Oakland, California. Railfans reasoned that having the line sold to another operator, such as the Wisconsin Central, Kansas City Southern or Montana Rail Link, would certainly be better than having it abandoned. Union Pacific countered with the argument that the line was redundant and that any provision requiring them to divest it to a competitor could be a "deal-breaker." On




July 3, 1996, the Surface Transportation Board agreed. Accordingly, railfans have been flocking to Tennessee Pass since these merger plans were made public, hoping that somehow the line will be saved — but wanting to see it and shoot it "one more time" just in case.

### Climbing from the canyon

Minturn, Milepost 302 on Subdivision Three of the Denver Division, is a good place to start when visiting Tennessee Pass. Located along the Eagle River at the bottom of the grade, Minturn is a crew change point and helper station. Although a local originates here to run west to Glenwood Springs, there isn't much switching in Minturn except to cut-in helpers on eastbound trains and couple sections of the westbound taconite trains back together. For safety reasons, these monsters were usually broken into two trains at Pueblo for the run to Minturn, then recombined. However, in May of this year the SP decided to run the entire 100-car trains as one, with distributed power. There is access to both ends of the yard, and afternoon shots of eastbounds heading uphill are especially nice at the east end of the yard. Monitor Channel 2323 (160.455); you'll hear all the action.

Minturn is an interesting old mining town, with purple lilac bushes in front of modest wood-frame houses all along Highway 24, which is the main street through town. Despite its proximity to Vail, Minturn is still a "working class" town, but this is changing as new restaurants and tourist-oriented shops open. Even before the UP take-over was announced, SP was considering moving the yard farther west, thereby making the valuable land upon which it sits available for sale (the 80 acres may be worth as much as $30 million for condominium development). No doubt this is a factor in UP's decision to abandon the line.

Eastbound manifest trains will pick up a helper in Minturn, then blast upgrade. There's a grade crossing about a mile east of the yard, but a better place to shoot is about two miles farther out of town, where Highway 24 crosses the Eagle River as it rushes out of Belden Canyon. There's a nice vertical normal lens shot of the head end as it runs alongside the river. From here, Highway 24 swings back over the railroad and starts climbing to Red Cliff. There are several dramatic overlooks down into Belden Canyon, from which nice long-lens shots can be taken in the morning. While it is possible to hike into Belden Canyon along a railroad access road, the road is gated and patrolled, not only by railroad maintainers, but also by a watchman for the now-closed New Jersey Zinc mine.

On the way to Red Cliff you'll pass the New Jersey Zinc ore mill and the abandoned company town of Gilman. The mill shut down in 1977, and the mine, down in the canyon, closed in 1985. At Red Cliff Highway 24 crosses the Eagle River on a high arch bridge, completed in 1940. It is possible to park just across the bridge and shoot down into the Canyon as uphill trains struggle past Belden Siding. You can also walk out on the bridge and shoot westbounds coming downhill through Red Cliff; this is an afternoon shot.

The highway comes back to the tracks at Pando Siding, Milepost 288.5. There is an overhead bridge which can be used all day in either direction. About a quarter mile before reaching this bridge, a dirt road heads off to the left as you're driving uphill; this leads to the west switch of Pando. There are

several excellent shots right here, and you can also hike down the canyon toward Red Cliff for a variety of different shots, limited only by your imagination and what the railroad is running while you're there.

The Deen Tunnel is at Milepost 286.6, uphill from Pando Siding. This 242-foot natural-rock bore through an outcropping (also known as the Pando Tunnel) can be reached by a short but steep climb up from Highway 24. Remember when hiking or climbing that you're at 10,000 feet elevation, so expect to breathe a little harder than usual! The highway and the tracks come back together near Mitchell, where the tracks arc through several sinuous "S" curves as they seek elevation. There

JOE SNIDER

**THE REMNANTS** of coke ovens trembled to the passage of the 1SVKIC-16 (**above**) on June 17, 1996. On the former double track in the Eagle River Canyon at Belden (**left**) on July 5, 1994, an eastbound on the main line at left meet a westbound on what is now the siding on the other (east) side of the river.

used to be a siding here, and photo opportunities are infinite in this area. At the top of Mitchell, the tracks enter the 2550-foot Tennessee Pass Tunnel.

## Down the east slope

Highway 24 crosses over the Pass, then drops down the other side toward Leadville. The 7870-foot Tennessee Pass Siding (Milepost 280.3) will be visible off to the left. It can be reached via a dirt road that winds down to the east portal. Tennessee Pass proper is a terrific morning spot to watch an uphill train blast out of the portal. Manifest trains will cut their helper here, and coal trains will drop the "swing" helper (the rear-end helper usually stays on until Malta or Kobe Siding, Milepost 263.6).

Tennessee Pass is also a great late afternoon location, as eastbound trains pull to a stop at the east end of the siding and can be shot across a verdant meadow with the remnants of brick "bee-hive" kilns, that were once used to make charcoal, still visible in the foreground along Tennessee Creek.

Between Tennessee Pass and Malta (Milepost 271) the track sweeps across a broad plain, complete with horse ranches and magnificent mountain backdrops. The broad-shouldered Mount Massive and 14,133-foot Mount Elbert, the highest in Colorado, loom in the near distance. Excellent morning shots can be had right from the highway or from East Tennessee Pass Road, which leaves the highway on the east side, right where the highway crosses over the railroad. The broad curve can also be shot from the west side in the

# Line-up of Trains Traversing Tennessee Pass
## June 13, 1996, 2201 hrs

### Westbound — Arrival times at Pueblo from the east

| | | |
|---|---|---|
| **1MNGVC 11** | (First MinTac to Geneva Taconite of the 11th; SP uses the symbol "C" for all coal, coke and taconite trains, loaded or empty); SP 159 and 134, WC 6580 and 6498; 97 loads, 3 empties; 12,832 tons, 5286 feet. | **2215 6/13** |
| **1ASRVM 12** | (First Alton & Southern, St. Louis to Roseville, California Manifest of the 12th); SP 174, 8284 and 8246; 14 loads, 27 empties; 2400 tons, 2411 feet. | **0605 6/14** |
| **1SHARC 12** | (First TVA Chiles, Illinois, to Arco Mine Coal Empties of the 12th); SP 223, 108 and 139; 0 loads, 105 empties; 2734 tons, 5567 feet. | **0655 6/14** |
| **2CHROM K11** | (Second Chicago to Roper Yard, Salt Lake City Manifest of the 11th, with hazardous cars); SP 7384, 8500 and 6846; 35 loads, 67 empties; 5929 tons, 6343 feet; will set out 12 loads and 46 empties at Pueblo. | **0756 6/14** |
| **1KISNC 10** | (First Kincaid, Illinois, to Skyline Mine, Utah, Coal Empties of the 10th); SP 246 and 232; 0 loads, 79 empties; 2437 tons, 4131 feet. | **0950 6/14** |
| **1SGARC 12** | (First Saugert, Illinois, to Arco Mine Coal Empties of the 12th); SP 339 and 333; 0 loads, 107 empties; 2823 tons, 5718 feet. | **1210 6/14** |
| **1KCOAF 13** | (First Kansas City to Oakland Forwarder of the 13th); Ford autos (loaded tri-levels); SP 8265, 9213 and CSXT 5834; 65 loads, 0 empties; 4771 tons, 6110 feet; will set out 25 loads at Pueblo (to be taken to Denver in another train). | **2135 6/14** |
| **2MNGVC 12** | (Second MinTac to Geneva Taconite of the 12th); SP 251, 372 and 268; 104 loads, 0 empties; 13,589 tons, 5486 feet. | **2345 6/14** |
| **1CHROM 12** | (First Chicago to Roper Manifest of the 12th); SP 109 and 200; 62 loads, 35 empties; 7293 tons, 5789 feet; will set out 37 loads and 11 empties at Pueblo. | **0005 6/15** |
| **1KCOAT 13** | (First Kansas City to Oakland Trailers of the 13th); Ford autos overflow and other high-priority traffic; NS 2552 and 2509; 63 loads, 1 empty; 6074 tons, 4600 feet. | **0040 6/15** |
| **1ASRVM K13** | (First Alton & Southern to Roseville Manifest of the 13th, with hazardous cars); SP 180 and 129; 16 loads, 52 empties; 3372 tons, 4108 feet. | **0715 6/15** |
| **1SGSVC 13** | (First Saugert to Savage Mine Coal Empties of the 13th); SP 239 and 217; 0 loads, 105 empties; 2701 tons, 5565 feet. | **0730 6/15** |
| **1CHROM 13** | (First Chicago to Roper Manifest of the 13th); SP 7408, 8510 and 9618; 13 loads, 30 empties; 2350 tons, 2649 feet. | **0917 6/15** |

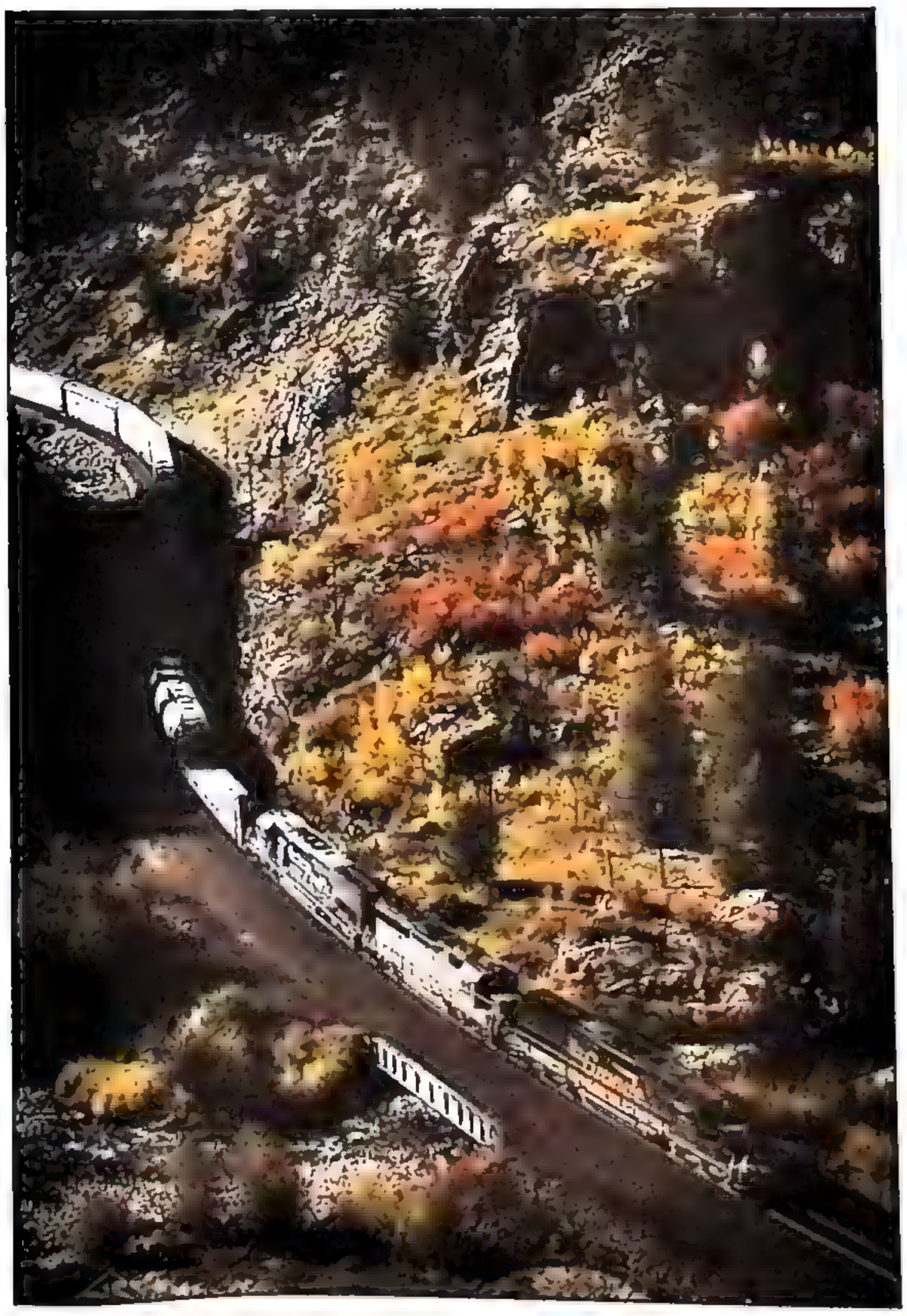
### Eastbound — Arrival times at Pueblo from the west

| | | |
|---|---|---|
| **1OANSF 11** | (First Oakland to Norfolk Southern Forwarder of the 11th); empty auto racks going back to the NS at Kansas City (essentially the eastbound counterpart to the KCOAF); SP 9388, 8269, 6853 and 9780; 0 loads, 36 empties; 1871 tons, 3384 feet. | **2312 6/13** |
| **1EUCHQ 09** | (First Eugene, Oregon, to Chicago "Quality" of the 9th); this train operates via the Modoc Line; SP 9360, 7461, 8701 and 9603; 59 loads, 16 empties; 7421 tons, 4824 feet. | **0015 6/14** |
| **1ARSGC 13** | (First Arco Mine to Saugert Coal of the 13th); SP 213, 197 and 133; 103 loads, 2 empties; 14,720 tons, 5567 feet. | **0610 6/14** |
| **1EUCHQ 10** | (First Eugene to Chicago "Quality" of the 10th); SP 9234, 7413, 8522 and 7331; 61 loads, 13 empties; 7140 tons, 4470 feet. | **0650 6/14** |
| **1RVKCM 10** | (First Roseville to Kansas City Manifest of the 10th); DRGW 5326, SP 8645, DRGW 5391 and SP 8322; no train data yet available on line-up. | **1155 6/14** |
| **1SNHVC 13** | (First Skyline Mine to Havana, Illinois, Coal of the 13th); no train or power data yet available on line-up. | **2100 6/14** |
| **1RVASM 11** | (First Roseville to Alton & Southern Manifest of the 11th); SP 165 and 184; 5 loads, 4 empties; 719 tons, 589 feet. | **2125 6/14** |
| **1ARATC 13** | (First Arco Mine to Santa Fe Coal of the 13th); no train or power data yet available on line-up.2130 6/14 | |
| **1RVASM 12** | (First Roseville to Alton & Southern Manifest of the 12th); SP 320 and 280; 14 loads, 9 empties; 1943 tons, 1298 feet. | **2237 6/14** |
| **1OANSF 12** | (First Oakland to Norfolk Southern Forwarder of the 12th); SP 8532, 7450, 7433 and SSW 9381; 0 loads, 38 empties; 2003 tons, 3572 feet. | **0045 6/15** |
| **1EUCHQ 11** | (First Eugene to Chicago "Quality" of the 11th); SP 8327, DRGW 5403, 5349 and SP 8369; 20 loads, 2 empties; 2348 tons, 1293 feet. | **0450 6/15** |
| **1ARSHC 12** | (First Arco Mine to TVA Chiles, Illinois, Coal of the 12th); 104 loads, 0 empties; 13,461 tons, 5513 feet; this train arrived in the yard at Grand Junction at 0800 on 6/12 and was still standing there without any power when this line-up was generated.0830 6/15 | |
| **2ARSGC 10** | (First Arco Mine to Saugert Coal of the 10th); 102 loads, 0 empties; 14,500 tons, 5406 feet; this train arrived at Grand Junction at 0245 on 6/11 and was still there without power when this line-up was generated. | **1030 6/15** |

**A LINE-UP** such as this should be viewed as a useful tool rather than the absolute word on what will run or when. Running times to your location must be estimated from the terminal times given, so a recent employees' timetable (or a reasonable commercial facsimile thereof) comes in handy. The older the line-up gets, the more tentative is the train information. For example, several of the coal trains due into Pueblo on June 15th hadn't even left the mines when the line-up was generated on June 13th, so no power or train data were available.

**VARIOUS PROBLEMS** can occur to alter the order of trains in a line-up: power can be swapped, crew calls can be "busted" for various reasons, one train may run around another and data may not be entered in a timely manner or may be entered erroneously. Nevertheless, the above information gives a reasonably accurate look at what ran over Tennessee Pass on June 14 and 15, 1996 — BRIAN JENNISON

**A LOADED COAL TRAIN** behind a trio of AC4400CW's was exiting the east portal of Tennessee Pass Tunnel (**above**) on June 18, 1996. The Highway 24 bridge at Red Cliff affords spectacular views in both directions, such as the RVNSQ (**below**) exiting the canyon eastbound on September 24, 1994, and the westbound KCROQ (**right**) two days later with an SP SD70M and SD40T-2 and a Wisconsin Central SD45.



afternoon; access is via dirt roads from Leadville. Just south of the small yard at Malta are additional superb morning shots with the snow-capped peaks as a backdrop. Although the railroad is still interesting beyond here, the dramatic climb up Tennessee Pass is over — of course, the truly spectacular Royal Gorge is about 100 miles further east.

### Visiting Tennessee Pass

A few tips: Leadville is a good place to stay; there are numerous inexpensive motels and several decent places to eat. Also, first and last light fall on Tennessee Pass Siding, so you'll want to begin and end your day up at the top anyway. Minturn has a fancy "B&B,"

**TENNESSEE PASS** offers a wide variety of mountain scenery within a relatively short distance, from the depths of the Eagle River Canyon (**below**, with westbound.ASROM viewed from the Highway 24 bridge near red Cliff on September 26, 1994) to the open "S" curves near Malta (**right**, with the eastbound EUCHQ on the previous day). Shiny AC4400CW's 218 and 194 (**opposite top**) had the ARSGC at Malta on June 22, 1995, while the AICLC (**above**) was curving away at Mitchell on September 24, 1994. An empty coal train with a Wisconsin Central SD45 trailing (**opposite bottom**) was meeting the EUCHQ at Tennessee Pass siding east of the tunnel on September 25, 1994. Who knows what changes the UP-SP merger may bring?

the Eagle River Inn, and several good restaurants, but it shadows early in the Canyon, so it is better to start at the top and work your way down as the day progresses. Do visit the Turntable Cafe right at the yard in Minturn; the crews eat there, and it has a railroad motif. Although you really don't need maps to shoot the Pass, do bring your Altamont Press *Rocky Mountain Region Timetable No.3*.

While summer is a good time to visit because of the long days, fall can be spectacular, as the hillsides are covered with aspens. The third week of September is a good bet for peak foliage, although it can happen earlier, later or not at all depending upon the weather. Winter is also spectacular, and, since many good photos can be had right off the road, access isn't as much of a problem as you might think. Tennessee Pass is a great place to watch trains, and it may change dramatically or be abandoned within a year. If you haven't been there yet or want to visit again — don't put it off.

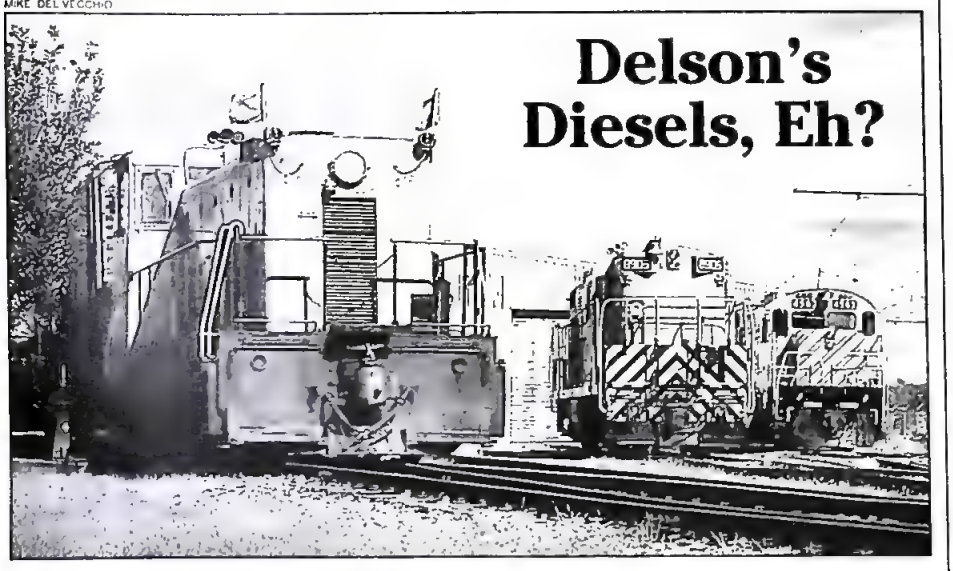
RAILFAN & RAILROAD

ABOVE KODACHROME AND INSET FUJI PROVIA: MIKE DEL VECCHIO

BELOW FUJI VELVIA. STEVE BARRY, LUMEDYNE LIGHTING (SEE CAPTION LEFT)

MIKE DEL VECCHIO

# Delson's Diesels, Eh?



**THE CANADIAN RAILWAY MUSEUM** wowed the crowds with its impressive displays. CNR RS18 3684 (**opposite top**) pulled a mixed train past Barrington depot. CPR Train Master 8905 (**opposite center**), the only example of the FM model extant, posed the 7000, a boxy specimen that was CPR's first diesel locomotive. Canadian National 30-tonner No.70 did the day's switching, and it passed the 8905 and CP M630 No.4563 (**above**). CNR doodlebug 15824 and a Montreal trolley posed for the Saturday night photo session (**opposite bottom**).

On July 6-7, 1996, the Canadian Railway Museum at Delson, Quebec, (just outside Montreal) hosted its "Diesel Weekend," prominently displaying some of the finer pieces in its collection. An impressive line-up featuring Canadian Pacific power was available most of Saturday, while Canadian National power pulled a mixed train.

In the CPR line-up was boxy 7000, the first diesel to run for Canadian Pacific. Built by National Steel Car in 1937, the unit bears some resemblance to the early Ingersoll-Rand boxcabs that ran in the United States. Next to 7000 was the only surviving Fairbanks-Morse Train Master, H24-66 8905, built by the Canadian Locomotive Company in 1956. The fact that it out-lived its 126 sisters makes it as rare in the 1990s as the only-one-built 7000. The third unit in the line-up was CP Rail 4563, an M630 built by the Montreal Locomotive Works in 1969. Representing the future in the line-up was St. Lawrence & Hudson Railway SD40-2 5654, built by GMDD in 1972. While basically in CP Rail System's candy-apple red, the unit is the first to be lettered for the new eastern Canada operating unit of the restructuring Canadian Pacific Railway. All in all, it was an impressive line-up — four different builders and locomotives built in four different decades. Unfortunately, only 5654 was able to move under its own power.

On the operating side, Canadian National 3684, an RS18 built by MLW in 1958, pulled a mixed train and put on a smoky show. During a stationary photo opportunity in front of the museum's Barrington station, at the request of the photo line the Alco was revved to produce smoke, when suddenly a loud crack was heard, and the locomotive became unmoveable. It was towed off the mixed train and once back in the shop the problem was cured (a minor traction motor flashover). It was back in service later in the day. Nonetheless, the loudest of the railfans asking for the engine to be revved, Scott Hartley, was given some good-natured ribbing about "killing the Alco."

Pinch-hitting for the RS18 on the mixed train after its mechanical woes was CN 30, a 70-tonner built by GE in 1950. It merrily pulled the train for photographers until a derailment directly in front of the Barrington station in the middle of the freight train brought an end to the runbys. The museum crew immediately went to work fixing the problem while the photographers scattered to photograph the static displays throughout the museum. In-and-out sun (mostly in) meant photographers had to be patient to get sunlit shots.

An elaborate night photo session, coordinated by Kermit Geary, Jr., gave participants a half-dozen different angles. Five Lumedyne flash units were "imported" from the United States for the session. Museum workers posed in some of the scenes to provide added "life." It capped off a successful and productive day.

The Canadian Railway Museum staff ensured the success of the event through their enthusiasm. John Godfrey, in charge of train operations for the museum, had the philosophy of honoring any request (within reason) to provide the customers with the best quality photos. Even after the RS18 breakdown and the derailment, the staff attacked the problems with an enthusiasm that seemed to indicate they were having as much fun as the photographers — it was all a part of putting on the show. John also handled most of the announcements on the train and at the photo lines, and we Yanks got a kick out of the way he could deliver

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instructions in flawless French (at least it sounded flawless to us) and then instantly change gears and do the same announcement in perfect English.

The museum is developing a close working relationship with Canadian railroads, especially Canadian Pacific. Jonathan Hannah of CPR's (yes, it's CPR again) corporate relations department was on hand to get photos of the StL&H unit as well as the rest of the line-up for the company.

A couple of pieces promised the museum — CP 4200 (the first C424 ever built) and RSD17 8921 *Empress of Agincourt* — are in Montreal's St. Luc yard earmarked to be saved. But the St. Luc shop forces misinterpreted "save" to mean "save the carbodies only," and both lost their prime movers. Delson wanted intact units and has declined the two. There is a U.S. group showing interest in the 4200, but the *Empress* is facing a future that is uncertain at best.

The board of the Canadian Railway Museum was impressed enough with Diesel Weekend that there are already tentative plans for September 1997. The scope may be expanded from just diesels to include some of the steam and traction gems housed in the museum's pole barns. While none of the steam locomotives are operable, it would sure be good to get them outside — S.B.

### Ted Rose and The Station Inn

When I first met Ted Rose at the University of Illinois in 1960, he was just an art student with a passion for Illinois Central steam. We shared a trip in Bruce Meyer's Volkswagen beetle chasing an ICRR 4-8-2 2613 fantrip to Dawson Springs, Ky., and spent a day wandering around the dead line of steam at Paducah. The next time I saw Ted he was working as a book designer for Kalmbach (laying out *Canadian Steam!* on the art table). Over the next couple of decades I lost track of him, knowing only that he'd "gone out West."

Ted had been busy with military service, raising a family and making a living in New Mexico and doing very little rail-related artwork. One day while he was loudly griping about the state of railroad art, his wife, Polly, challenged him to "put up or shut up" and either get back into it himself or stop criticizing others. They say behind every great man ... . The rest is history, as Ted "got back into it" with a vengeance and became one of the driving forces in railroad art today, sharing both his watercolors and opinions in the railfan press, including R&R.

This past spring Ted mentioned that he was going to be exhibiting at the art fair during the Pennsylvania Railroad Sesquicentennial Celebration at the State Railroad Museum of Pennsylvania in Strasburg and would have about a week during which to explore the area. While he had visited New York, Washington and Pittsburgh on business in the past, he'd never ventured into the Keystone countryside and was eager to see first hand the heartland of the PRR. His timing was perfect. "How'd you like a native guide," I offered.

"That's just what I was hoping you'd say," he replied.

We made a date to be at Bethlehem, Pa., on the evening of June 4, 1996, and at the appointed time met at the Hotel Bethlehem. The next day I took Ted around the recently closed Bethlehem Steel mill, into the abandoned Reading Saucon engine terminal (complete with roundhouse and coaling tower) and past the very active Conrail Allentown Yard. Steve Barry joined us at Reading, and we rambled to Harrisburg and then followed the Pennsy Middle Division into the dusk, bound for The Station Inn "Bed & Breakfast" at Cresson, right next to the Pennsy main line at the top of the Allegheny climb above Horseshoe Curve.

A couple of years ago, railfan Tom Davis, a veteran of the Black River & Western steam tourist road in New Jersey, had been looking for a business opportunity and had spotted The Station Inn bar and hotel in Cresson. The scenery wasn't quite that of the Izaak Walton Inn along the old GN in Essex, Montana, near the top of Marias Pass, but the traffic on the Conrail main line was undoubtedly heavier.

On my first visit to Pennsylvania back in 1965, I had stayed at The Station Inn and gotten up to watch a trio of Pennsy Alco DL600 helpers cut off a westbound freight in the morning haze. I don't remember much about the hotel room itself, but I do remember the dark but cozy bar in the basement where we got a late night snack before going to bed. The charm of the place remains, and the prospect of SD80MAC's in the morning was almost as alluring as the DL600s had been 31 years before.

We got in around midnight and quickly hit the sack, pleasantly aware of the parade of freights that rumbled all night long right outside the window but didn't really disturb the sleep. The next morning Conrail provided numerous wake-up calls as it got light enough to make a glance out the window worth the effort — headlights is headlights, at night. The three-bed "Black River & Western" suite (decorated in BR&W yellow

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and green and adorned with BR&W photos on the walls) had provided a restful night, and we made our way down in the morning to the family-style breakfast.

A set of '80MAC's sizzled through westbound as we were eating breakfast, and we finished off with coffee on the front porch while Conrail provided background entertainment (**page 65**). It would be downright delightful to leave the eager-beaver photography to others sometime and just spend a day on that porch watching the railroad world come to you! The picture possibilities from the porch aren't bad, either, and the sunlight is right almost all day long — in late afternoon, the summer sun will finally swing to the other side of the track. (Room rates at The Station Inn are $35 single, $50 double and $60 triple and include breakfast. For inquiries call 814/886-4757 and reservations 800/555-4757. For an information flyer send an SSAE to The Station Inn, 827 Front Street, Cresson, PA 16630.)

We had things to show Ted on that Thursday morning, and soon it was off to the abandoned AR Tower, the new Gallitzin tunnels, Horseshoe Curve, the West Slope, South Fork and the "Johnstown Flood" arch bridge. Conrail put on a superb show of heavy traffic with a good variety of power.

Ted was soaking up the atmosphere. Watching a three-way Conrail meet at MO Tower in Cresson he was already envisioning a painting entitled "MO Better Blues." It was fun to watch him taking both photos and mental notes on color and atmosphere and texture. At one point on the previous day east of Reading before we had consolidated into one vehicle, I looked back to see that I'd lost Ted in my rear view mirror. I stopped

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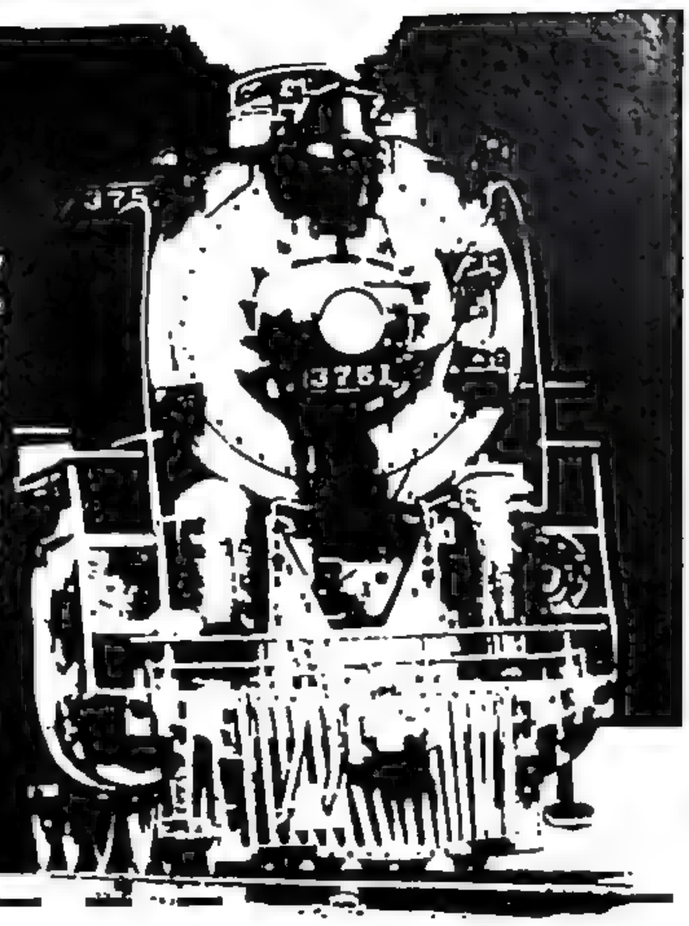

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the car, and a few minutes later he pulled up. "What did you see?" I asked.

"Cows. Black and white cows against green grass. We don't get that in New Mexico."

Ted related how he would often observe details of light or texture while traveling.

"Polly and I went out once for a 'puddle day.' I needed to render a puddle and realized that I didn't really understand what they looked like. It's something you can't fake, so we spent a day studying puddles."

An energetic photographer with less fire discipline than Mike Del Vecchio, Ted would photograph a glimpse of light or color or shape as readily as a thundering Dash-8. He was fascinated by the tones and angular forms of the steel mills at Bethlehem and Johnstown and by the way the increasingly hazy sky brushed the hillsides with subtle color. He noticed people at gas stations and in towns, observing their clothing and mannerisms. I began to fully appreciate how simple photography is compared to art. All I have to do is recognize and frame the scene while Mother Nature fills in all the details. I've never had to study how a puddle looks so that I could create one from scratch on paper (no comments about how Boyd makes puddles without being paper-trained).

It was an interesting couple of days that we had in Pennsy country, and I'm curious to see what images emerge from Ted's studio as a result. And I'm certainly going back to The Station Inn. That front porch is looking more and more appealing all the time.

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**THE STATION INN** at Cresson, Penn., provided a comfortable front porch from which to view the morning action on Conrail's ex-PRR main line on June 6, 1996. Proprietor Tom Davis sat on the railing (**above**) while watercolor artist Ted Rose finished off a cup of coffee as an eastbound freight passed by. Later that day, another eastbound (**right**) was photographed in front of the hotel. The old PRR passenger depot was once directly across the tracks from the hotel that is now a "Bed & Breakfast" inn run by railfan Davis, who has fixed up the rooms and basement bar. See MARKERS.

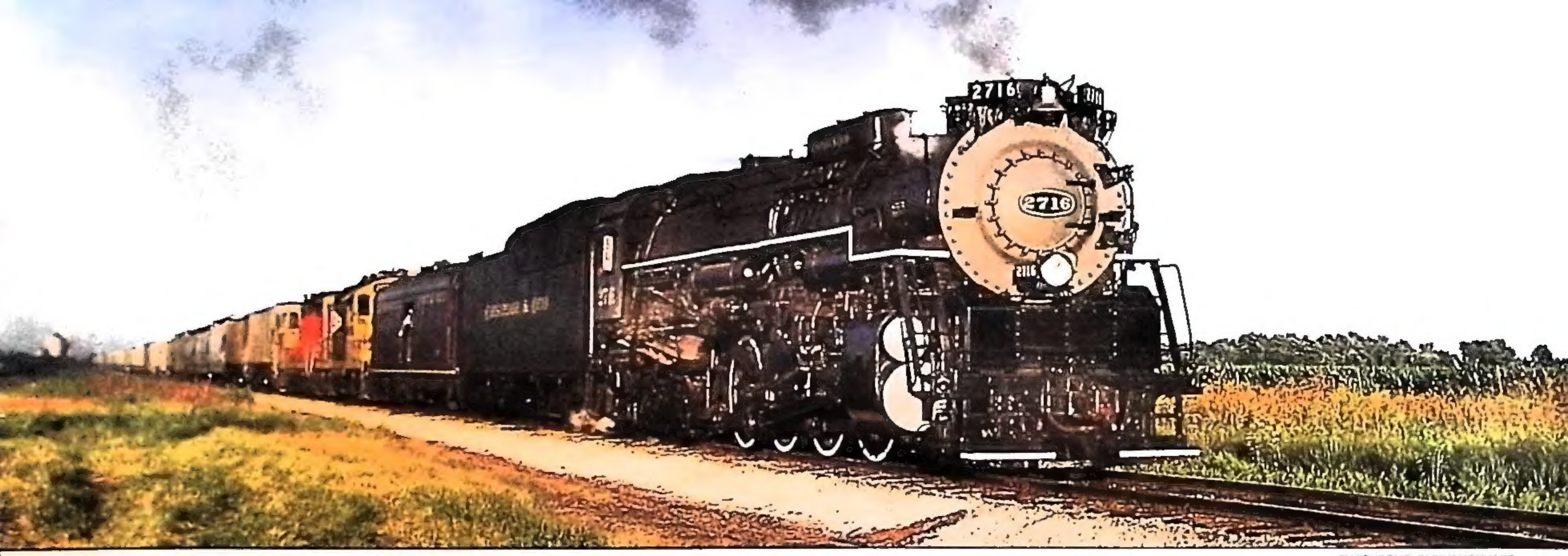
TWO FUJI VELVIA: JIM BOYD

EXTACHROME: NCTM, JIM HOGAN

**FORMER TORONTO TRANSIT COMMISSION PCC 4603** was purchased by the National Capital Trolley Museum in Wheaton, Maryland. It was headed south on I-270 approaching the Capital Beltway on April 24, 1996 (**left**). The museum plans to convert the car to standard gauge and place it in service.

**HISTORIC STREETCAR SERVICE** over two routes in Philadelphia was suspended by SEPTA due to the agency's financial woes. The Chestnut Hill Trolley, serving a trendy shopping district, was discontinued on June 15, 1996. The center city Welcome Line never resumed regular operations this spring after its winter shutdown, although it runs for special events. On June 16, 1996, PCC's 2750 and 2785 were on a Father's Day charter at Chestnut Hill (**below**), the day after regular service ended. See RAILNEWS.

KODACHROME: WILLIAM F. MONAGHAN




FUJICHROME: GLENN MONHART

**CHESAPEAKE & OHIO 2-8-4 2716** returned to service with break-in runs on Toledo, Peoria & Western freights in Indiana during the third week of July, 1996. See RAILNEWS.

**GRAND CANYON RAILWAY 2-8-2 4960** returned to steam during the July 4th weekend (**below**). The new look of the former-CB&Q O1a Mikado includes a larger tender from Soo Line 4-8-2 4012. See RAILNEWS.

KODACHROME: DAVID GOODHEART

TWO KODACHROMES, KEL AIKEN

# Railnews

**THREE AMERICAN-TYPES** and a Ten-Wheeler gathered around the diamond at Nevada State Railroad Museum on July 7, 1996. Present were 4-4-0s Virginia & Truckee 22 (*Inyo*), NSRM's Dardenelle & Russelville 8 and Eureka & Palisade 4 (*Eureka*) and V&T 4-6-0 25. The standard gauge *Inyo* and narrow gauge *Eureka* faced off earlier (**left**). The almost-look-alikes were built by Baldwin five months apart in 1875. See RAILNEWS.

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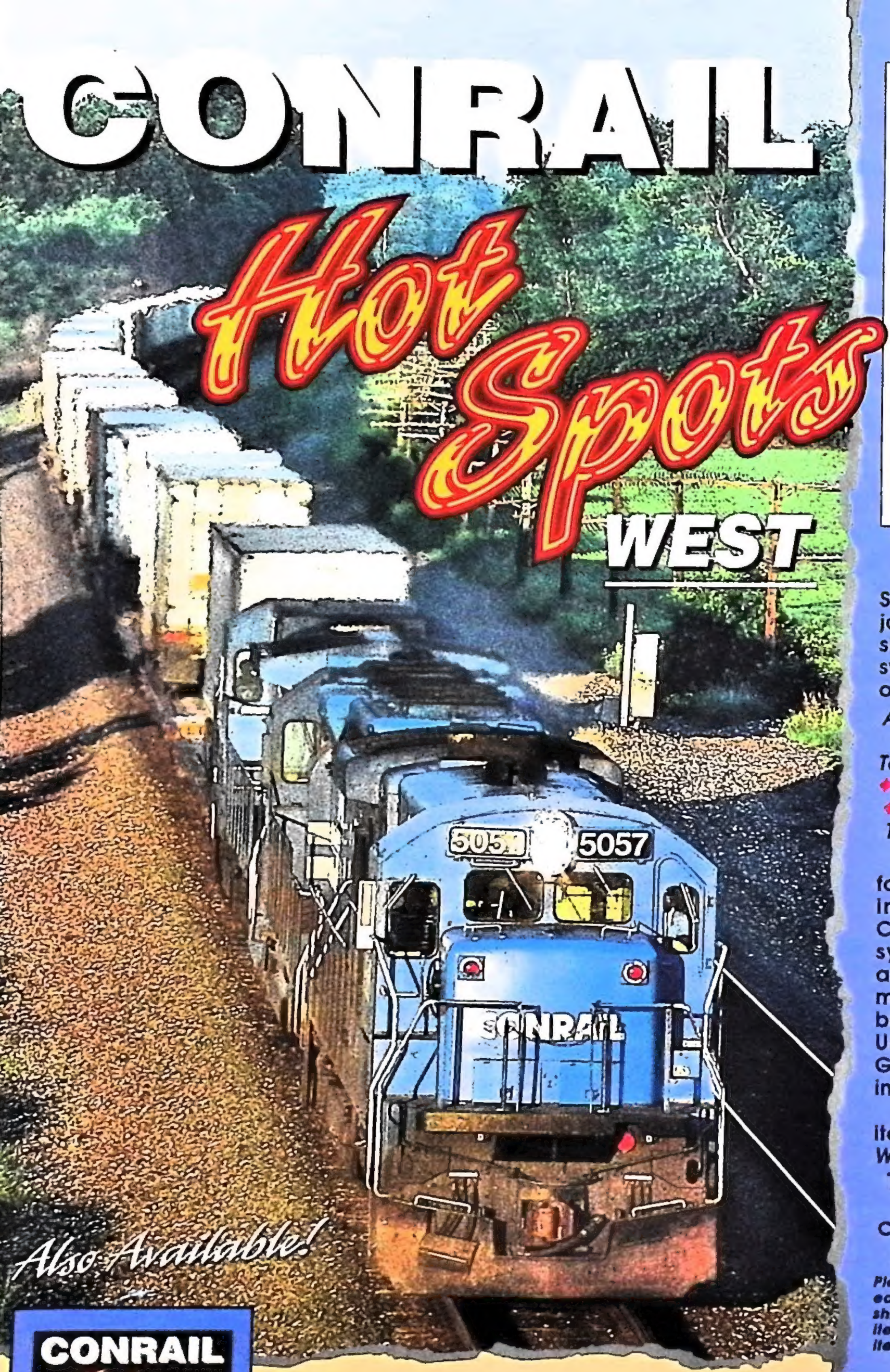


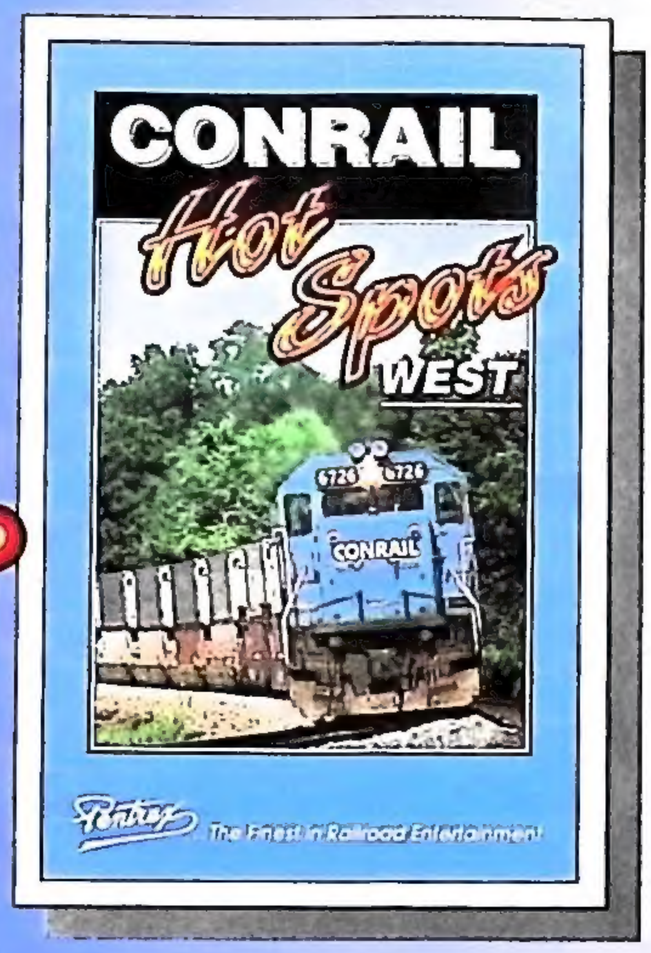


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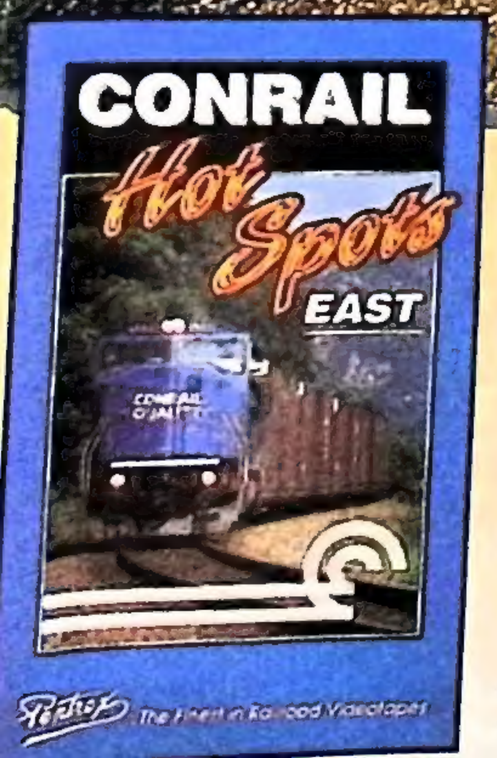


## CONRAIL HOT SPOTS EAST

Bring home a fantastic portfolio of the best hot spots on the eastern portion of the Conrail system. Featured sites include:

*CP Five ◆ Bear Mountain ◆ Selkirk ◆ State Line Tunnel ◆ Palmer, MA ◆ Syracuse ◆ Lyons ◆ Tifft Street at Buffalo ◆ Binghamton, NY ◆ CP Potter ◆ CP Burn ◆ CP Belt ◆ Rockville Bridge ◆ Horse Shoe Curve area ◆ Conpit JCT ◆ Rochester Tower*

See what special characteristics make each spot so exciting to watch – it's two full hours of railroading action!

Two Hours #HOTSPOT $39.95